Recognized Authority on Connellsville Coke Trade.

The Weekly Courier.

Circulates Wherever Coke is Manufactured or Used.

VOL. 32, NO. 27. CONNELLSVILLE, PA., THURSDAY MORNING, JANUARY 12, 1911 EIGHT PAGES

THE DECLINE BUT NOT THE FALL OF THE CONNELLSVILLE COKE TRADE.

THE PRODUCTION OF 1910

NEARLY 19,000,000 TONS.

The Year Which Opened With High Hopes and High-Water Mark Output Closed Dismally With Less Than 60% Production and Poor Prospects.

The Connellsville coke trade of 1910 was a slow and reluctant march down the hill of booming volume and value which it had climbed during 1909. The latter year opened up with production at 450,000 tons weekly and closed with production at 450,000 tons. The operators freely predicted that 1910 would be the banner year of the coke industry and that the output of the Connellsville region would reach 25,000,000 tons. It started out at that gait in January but the tide soon turned almost imperceptibly at first but later with marked recessions and the year closed with production around 290,000 tons weekly or at the rate of about 15,000,000 tons annually.

However it wasn't such a bad year. The total production was nearly 19,000,000 tons but something over 200,000 tons of this is lying on the yards chiefly at the plants of the furnace interests. The actual output compiled from railroad tonnages was 18,689,722 tons. This is about a million tons greater than that of 1909 and closely approximates that of 1907 while it is only 1,300,000 tons or about 6.5 per cent., less than the high water mark of 1906. In value as well as in volume it was greater than that of 1909. The average price of all 1910 coke is conservatively estimated at $2.10 as against $2.00 in 1909 and $1.80 in 1908. The price is based on sales of merchant coke of course and does not consider the furnace interest coke. Measuring the value of all coke by the merchant price the Connellsville region's coke output in 1910 was worth close to forty million dollars or to be exact, $39,248,416. The output of 1909 was one-third less but its price was $3.00 and its value greater. In 1905, the operators received an average of $2.10 for their coke and the revenue ran over forty millions. The banner years of the Connellsville coke business, however, were 1906 and 1907 when prices were $2.75 and $2.90 and the total value of output rose to $55,000,000 approximately each year.

The following tabulated statement gives a comprehensive view of the coke trade for the past 31 years or during the whole period of its importance as an industry. It shows the aggregate number of ovens in commission at the close of each year the annual output the average price and the estimated gross value as compiled from 1880 and published annually by The Courier.

Year	Total Ovens	Tons Shipped	Av. Price	Gross Revenue
1880	17,211	2,205,946	$1.79	$3,948,648
1881	8,208	2,630,002	1.63	4,301,573
1882	9,293	3,043,394	1.47	4,473,889
1883	10,776	3,352,402	1.14	4,049,798
1884	10,983	3,192,102	1.12	3,707,078
1885	10,471	3,096,012	1.22	3,777,134
1886	10,942	4,180,211	1.20	5,701,986
1887	11,927	4,146,969	1.79	7,437,069
1888	13,073	4,955,503	1.19	5,884,081
1889	14,408	5,830,428	1.24	7,273,668
1890	16,020	6,464,156	1.94	12,537,370
1891	17,204	4,766,665	1.87	8,903,454
1892	17,760	8,529,411	1.37	11,688,407
1893	17,434	4,804,623	1.49	7,141,071
1894	17,854	5,404,451	1.07	5,784,451
1895	17,947	8,213,418	1.22	10,100,678
1896	18,351	9,411,602	1.00	10,282,043
1897	18,628	6,915,052	1.65	11,409,835
1898	18,643	8,460,112	1.53	13,113,170
1899	19,689	10,129,764	2.06	20,259,528
1900	20,974	10,167,291	2.75	27,448,832
1901	21,522	12,601,149	1.91	24,583,400
1902	26,329	14,138,740	2.37	33,508,714
1903	28,092	13,845,280	2.90	40,035,006
1904	29,119	12,427,468	1.75	21,748,069
1905	30,842	17,896,521	2.29	40,946,149
1906	34,076	19,939,226	2.75	54,998,146
1907	33,097	19,509,078	2.90	55,184,058
1908	27,541	10,700,052	1.85	19,750,040
1909	30,121	15,817,765	2.00	31,635,661
1910	30,122	18,689,722	2.10	39,248,416

The following tabulation shows the production of the Connellsville and Lower Connellsville districts by quarters during 1910 with the total of both districts.

Quarter	Conn.	L. Conn.	Total
1st	3,421,172	2,210,149	5,631,321
2nd	2,873,613	2,009,148	4,882,148
3rd	2,469,140	1,979,898	4,448,439
4th	2,119,940	1,949,446	4,069,386
Total	10,883,865	8,048,641	18,926,491

The greater portion of this tonnage was produced at the plants owned and operated by the furnace interests composed chiefly of the H. C. Frick Coke Company, the coking end of the United States Steel Corporation. This interest owns over 20,000 ovens in the coke region. In the beginning of the year it was operating practically all of them and at the close only half of them. In view of the fact that the furnace interest coke does not enter the market and has no effect on prices we have compiled and tabulated the production of both merchant and furnace plants for the better information of those interested as follows:

Quarter	Furnace	Merchant	Total
1st	3,410,444	2,220,877	5,631,321
2nd	3,099,215	1,782,933	4,882,148
3rd	2,663,887	1,784,552	4,448,439
4th	2,290,357	1,779,029	4,069,386
Total	11,463,903	7,462,588	18,926,491

These tables are compiled from our revised and corrected weekly estimates of production. They show that production exceeds shipments 236,769 tons and this is regarded by well informed railroad and coke men as being a fair estimate of the probable amount of stock coke on the yards so that the above figures as to production may be accepted as being precise. A noticeable fact in connection with them is that the merchant operators held steadily to a production of about 1,750,000 tons quarterly during the last half of the year and close to 2,000,000 tons quarterly during the first half while the furnace interests show a persistent curtailment.

The shipments compiled from official sources show the exact number of tons taken from railroad weights. They are elsewhere given more in detail. The following tabulation shows the actual number of tons shipped out of the Connellsville and Lower Connellsville districts during 1910 by quarters:

Quarter	Conn.	L. Conn.	Total
1st	3,411,511	2,221,834	5,633,345
2nd	2,873,781	1,779,[illegible]	4,653,[illegible]
3rd	2,469,[illegible]	1,779,[illegible]	4,249,[illegible]
4th	2,111,806	1,781,[illegible]	3,893,[illegible]
Total	10,868,[illegible]	7,562,[illegible]	18,429,[illegible]

The movement towards combination which began in 1909 under the form of a merger and was abandoned in the fall when the boom came on was intermittently renewed during 1910. Early in January The Courier pointed out the fact that the coke brokers were skimming the cream of the profits and taking commissions from both consumer and producer. It showed that the brokers were modern buccaneers and that their influence upon the market was always bearish. It suggested that the producers eliminate the brokers and reduce competition to a minimum by establishing a central selling agency. The idea was eagerly seized upon by the coke operators and formal action was taken a few weeks thereafter. A committee took the matter in hand formulated an agreement and sought the signatures of merchant operators. The progress of the work was slow but by March some 4,000 ovens had been signed up. The promoters of the plan wanted not less than 7,000 ovens representing practically all the large independent producers. No serious attempts were made to get the signatures of the smaller operators with whom it was intended to deal directly. One large interest hung back and the proposition halted.

June ushered in hints of a merger of the Thompson Connellsville, Tower Hill and Isabella Connellsville companies with possibly some others which merger it was expected would handle all the coke of the merchant operators and thus protect the price. A charter was applied for the Thompson Kuhn Cole Company which was to be the name of the holding company. This action stopped further proceedings in the central selling agency movement but it had the effect of sustaining the coke market for a couple of months. The merger dragged for some weeks and was dropped without any announcement of the reason for its action but it was hinted that the parties could not agree upon the terms of their proposed combination.

In October the merchant operators again took up the central selling agency proposition. The large independent interest which had remained out was offered the agency. The matter was taken under consideration but no agreement was reached. Several active brokers offered to take on the business but after numerous conferences all their applications were rejected and at the close of the year some of the operators applied for a charter for the Fidelity Coke Company with a view to making this company the selling agents and apportioning its stock among the leading merchant operators. That measure is now pending. In the meantime however, the Federal Courts have dissolved two similar organizations on the ground that they violated the Sherman act and the operators are now casting about to see upon what lines they can form a selling agency without infringing the law as laid down by the courts.

The Connellsville coke operators do not as a rule ship any coal but early in 1910 there was a strike in the union mining districts and considerable coal was shipped out of the Connellsville region at good prices. The demand for coal served to bridge over declining demand for coke. The coal trade was of short duration however. It began in February and practically closed in April when a settlement of the mining scale in the union districts was effected.

The railroad service and the car supply was excellent during the entire year. When the shipments were at their highest point in January and the weather was severe there was some congestion in the Youngwood yard but the Pennsylvania management kept the situation pretty well in hand and mastered it in a short time. The chief trouble was a shortage of locomotives and of men to man them. About this time and at some other periods in the year the coal men complained of poor car service but the coke region was well served.

The announcement in the early part of the year that the Western Maryland had made a traffic agreement with the Pittsburg & Lake Erie and would build a line from Cumberland to Connellsville to connect with the latter line was received in the region with mingled feelings. Coke shippers thought they saw a shake-up of the railroad community of interest and rejoiced in the thought that it might inure to their benefit. It was plain that the Pennsylvania and the B. & O. did not relish his new partner, but they wisely held their peace. As a matter of fact there is no reason to think that the Western Maryland will be a disturbing factor in the railroad situation but every reason to believe that it is now operating 686 of these ovens constructed during the summer as follows: Allison No. 1, 110; Mount Braddock 70; Revere 286; Royal 200. The Allison No. 1 plant of this company has progressed as far as the opening of the mouths but no ovens have been built. It is stated that the two Allison plants will eventually contain 1,800 ovens. They will form a monster operation.

Other new ovens built within the year are as follows: Dunbar Connellsville Coke Company at Greenwood making 207 ovens at her plant; Mount Hope Coke Company rectangular ovens at Mount Hope plant; Union Connelsville Coke Company rectangular ovens at Katherine; Tant and Tomer under construction; Tower Hill Connellsville Coke Company 12 at Tower Hill No. 2; W. J. Marshall 20 at Old Home plant; Sunshine Coal & Coke Company 40 at Frances and 40 at Eleanor; Mount Pleasant Coke Company 110 rectangular at the Mount Pleasant plant.

(Continued on Second Page.)

Production for 1910 by Quarters

QUARTERS	Connellsville Region	Lower Region	Total	Furnace	Merchant	Total
First	3,421,172	2,210,149	5,631,321	3,410,444	2,220,877	5,631,321
Second	2,873,613	2,009,148	4,882,148	3,099,215	1,782,933	4,882,148
Third	2,469,140	1,979,898	4,448,439	2,663,887	1,784,552	4,448,439
Fourth	2,119,940	1,949,446	4,069,386	2,290,357	1,779,029	4,069,386
Total	10,883,865	8,048,641	18,926,491	11,463,903	7,462,588	18,926,491

Shipments for 1910 by Quarters

QUARTERS	Connellsville Region Cars	Connellsville Region Tons	Lower Connellsville Region Cars	Lower Connellsville Region Tons	Total Cars	Total Tons
First	3,411,511	4,[illegible]	2,221,834	2,801,511	5,633,345	7,[illegible]
Second	2,873,781	3,789,[illegible]	1,779,[illegible]	1,[illegible]	4,653,[illegible]	5,[illegible]
Third	2,469,[illegible]	3,[illegible]	1,779,[illegible]	1,670,[illegible]	4,249,[illegible]	4,[illegible]
Fourth	2,111,806	3,[illegible]	1,781,[illegible]	1,[illegible]	3,893,[illegible]	5,[illegible]
Total	10,868,[illegible]	9,[illegible]	7,562,[illegible]	7,310,[illegible]	18,429,[illegible]	18,[illegible]

Shipments from the Connellsville Region by Months for 1910

MONTH	CARS Pittsburg	CARS West	CARS East	CARS Total	TONS Pittsburg	TONS West	TONS East	TONS Total
January	3,[illegible]	1,827	58	4,[illegible]	3,810	2,160	34,[illegible]	1,[illegible]
February	2,[illegible]	31	1,350	4,[illegible]	2,[illegible]	1,[illegible]	71,[illegible]	1,[illegible]
March	3,[illegible]	1,[illegible]	59	4,434	3,[illegible]	1,374	68,[illegible]	1,[illegible]
April	1,[illegible]	1,[illegible]	973	3,8[illegible]	1,[illegible]	1,[illegible]	88,[illegible]	1,[illegible]
May	1,[illegible]	1,[illegible]	803	3,[illegible]	1,[illegible]	1,[illegible]	90,[illegible]	[illegible]
June	[illegible]	[illegible]	[illegible]	[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]
July	1,[illegible]	1,[illegible]	41	3,[illegible]	1,[illegible]	1,[illegible]	60,[illegible]	[illegible]
August	1,[illegible]	1,[illegible]	17	3,[illegible]	1,[illegible]	1,[illegible]	64,[illegible]	5,[illegible]
September	1,[illegible]	1,[illegible]	37	2,[illegible]	1,[illegible]	1,[illegible]	61,[illegible]	5,[illegible]
October	1,[illegible]	1,[illegible]	1,[illegible]	4,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	5,[illegible]
November	1,[illegible]	1,[illegible]	1,[illegible]	3,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	3,[illegible]
December	1,[illegible]	1,[illegible]	1,970	3,914	1,[illegible]	1,[illegible]	1,830	3,[illegible]
Total	19,[illegible]	1,478	10,[illegible]	24,601	21,292	19,[illegible]	8,[illegible]	11,[illegible]

Shipments from the Lower Connellsville Region by Months for 1910

MONTH	CARS Pittsburg	CARS West	CARS East	CARS Total	TONS Pittsburg	TONS West	TONS East	TONS Total
January	[illegible]	1,188	[illegible]	2,0[illegible]	801	1,[illegible]	64,[illegible]	2,[illegible]
February	1,[illegible]	1,4[illegible]	1,391	3,[illegible]	1,[illegible]	1,[illegible]	44,[illegible]	1,[illegible]
March	[illegible]	1,[illegible]	1,434	1,8[illegible]	62,[illegible]	1,[illegible]	46,[illegible]	1,[illegible]
April	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]	6,[illegible]
May	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]
June	[illegible]	1,842	1,[illegible]	3,[illegible]	[illegible]	[illegible]	[illegible]	8,[illegible]
July	[illegible]	1,[illegible]	18	1,[illegible]	2,[illegible]	1,[illegible]	[illegible]	[illegible]
August	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	[illegible]
September	1,[illegible]	1,[illegible]	1,747	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
October	1,[illegible]	1,[illegible]	[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
November	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
December	1,[illegible]	1,[illegible]	1,970	1,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	16,880	16,[illegible]	21,[illegible]	2,04[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Output of Both Regions, by Months in Cars and Tons, 1905 to 1910, Inclusive.

1910	Cars (Av.)	Tons	1909	Cars (Av.)	Tons	1908	Cars (Av.)	Tons
January	1,642,[illegible]	1,[illegible]	January	[illegible]	[illegible]	January	[illegible]	[illegible]
February	[illegible]	[illegible]	February	[illegible]	810,[illegible]	February	[illegible]	[illegible]
March	[illegible]	[illegible]	March	[illegible]	941,[illegible]	March	[illegible]	[illegible]
April	[illegible]	1,[illegible]	April	[illegible]	[illegible]	April	[illegible]	[illegible]
May	[illegible]	[illegible]	May	[illegible]	1,[illegible]	May	[illegible]	[illegible]
June	[illegible]	1,411,[illegible]	June	[illegible]	[illegible]	June	[illegible]	[illegible]
July	[illegible]	1,[illegible]	July	[illegible]	[illegible]	July	[illegible]	[illegible]
August	[illegible]	1,[illegible]	August	[illegible]	[illegible]	August	[illegible]	[illegible]
September	[illegible]	1,[illegible]	September	[illegible]	[illegible]	September	[illegible]	[illegible]
October	[illegible]	[illegible]	October	[illegible]	[illegible]	October	[illegible]	[illegible]
November	[illegible]	[illegible]	November	[illegible]	[illegible]	November	[illegible]	[illegible]
December	[illegible]	[illegible]	December	[illegible]	[illegible]	December	[illegible]	[illegible]
Total	[illegible]	[illegible]	Total	[illegible]	[illegible]	Total	[illegible]	[illegible]

1907	Cars (Av.)	Tons	1906	Cars (Av.)	Tons	1905	Cars (Av.)	Tons
January	[illegible]	[illegible]	January	[illegible]	[illegible]	January	[illegible]	[illegible]
February	[illegible]	[illegible]	February	[illegible]	[illegible]	February	[illegible]	[illegible]
March	[illegible]	[illegible]	March	[illegible]	[illegible]	March	[illegible]	[illegible]
April	[illegible]	[illegible]	April	[illegible]	[illegible]	April	[illegible]	[illegible]
May	[illegible]	[illegible]	May	[illegible]	[illegible]	May	[illegible]	[illegible]
June	[illegible]	[illegible]	June	[illegible]	[illegible]	June	[illegible]	[illegible]
July	[illegible]	[illegible]	July	[illegible]	[illegible]	July	[illegible]	[illegible]
August	[illegible]	[illegible]	August	[illegible]	[illegible]	August	[illegible]	[illegible]
September	[illegible]	[illegible]	September	[illegible]	[illegible]	September	[illegible]	[illegible]
October	[illegible]	[illegible]	October	[illegible]	[illegible]	October	[illegible]	[illegible]
November	[illegible]	[illegible]	November	[illegible]	[illegible]	November	[illegible]	[illegible]
December	[illegible]	[illegible]	December	[illegible]	[illegible]	December	[illegible]	[illegible]
Total	[illegible]	[illegible]	Total	[illegible]	[illegible]	Total	[illegible]	[illegible]

Scale of Wages Ruling in Connellsville Region, 1894 to 1910, Inclusive

CLASS OF WORK	Feb. 1, 1894	Apr. 1, 1897	[illegible] 1899	Jan. 1, 1900	Apr. 1, 1900	Mar. 1, 1902	[illegible] 1903	[illegible] 1904	Mar. 1, 1906	Mar. 1, 1907	Jan. 1, 1908	Jan. 1, 1910
Min. and load room and rib coal 100 bu.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Min. and load heading coal 100 bu.	58	1.0[illegible]	1.05	1.0[illegible]	1.2[illegible]	1.40	1.0	1.[illegible]	1	1.0	1.[illegible]	1
Min. and load wet heading coal 100 bu.	[illegible]	1.1[illegible]	1.1	1.[illegible]	[illegible]	1.47	1	1.0	1.1	1.0	1.0	1.[illegible]
Drawing coke per 100 lb. charged	41	[illegible]	[illegible]	60	[illegible]	[illegible]	[illegible]	[illegible]	70	[illegible]	0	8
Leveling per oven	68	[illegible]	[illegible]	[illegible]	[illegible]	1.[illegible]	1.[illegible]	10	1[illegible]	—	1.1	1.[illegible]
Drivers rip riders (shafts and slopes)	2.0	1.81	3.1	—	2.1	—	—	—	1.0	—	1.0	1.10
Drivers rop riders (drifts) full run	1.0	1.7	1.5	1.1	[illegible]	—	1.0	1.10	[illegible]	[illegible]	1.0	—
Cagers per full run	1.0	1.81	[illegible]	1.0	[illegible]	[illegible]	[illegible]	1.0	1	—	1.0	1.00
Tracklayers, blasters and timbermen (shafts and stopes) per day	1.0	1.81	1.9	2.0	1.[illegible]	—	2.0	1.10	1.0	—	1.40	—
Trackliyers, blasters and timbermen (drifts) per day	1.0	1.7	1.5	1.1	[illegible]	[illegible]	1.10	2.10	0	1.1	0	
Assistant trackliyers and inside laborers	1	1.0	1.9	3.1	1.7[illegible]	2.87[illegible]	1.7[illegible]	1.1	1	1.9	1.7	1.00
Dumpers and tipplemen per full run	1	1.0	1.1	1.5	1.7[illegible]	[illegible]	1.0[illegible]	1.5	1.5[illegible]	1.1	1.5	0
Chargers per oven	0	0.1	[illegible]	1.1	1.1[illegible]	0.1[illegible]	0	1.1	1.1	0.1[illegible]	0.1[illegible]	1.8
Chargers per day	1.40	1.0	1	1.5	1.7[illegible]	1.1[illegible]	1.00[illegible]	1	1.5	[illegible]	1.5	—
Forking cars 40,000 lbs.	1.5	1.10	1.10	1.[illegible]	1	1.0	1.0	1.10	1.0	1.1	1.1	1.[illegible]
Forking cars 60,000 lbs.	0	1.[illegible]	1.[illegible]	1.1	1.1	1.0	1.0	1.80	1.0	1.1	1.1	1
Forking cars over 60,000 lbs.	[illegible]	1.10	1.0[illegible]	1.[illegible]	1.[illegible]	1.1	1.0	1.00	1	1.1[illegible]	1	1

ANOTHER WILD YEAR IN PRICES

BUT THE AVERAGE HELD AT $2.10.

The Range of Prompt Furnace Coke Was All the Way From $2.60 to $1.45 and for Foundry From $3.05 to $2.00—Three Classes of Sales.

Never did the coke of the Connellsville region bring such divergent prices in a year as was the case with the output of the year 1910. The Connellsville coke market made place for the whole round trip from low prices to high prices and back again in the year from May, 1909, to May, 1910. In May, 1909, prompt Connellsville furnace coke sold at $2.15 and occasionally odd lots were sacrificed at lower prices. In October and November contracts were made at from $2.40 to $2.[illegible] and in the following May 1910 prompt coke sold at $3.60. Never probably was there such a spectacular rise and fall.

For prices to go higher than the fall of 1909 when contracts for 1910 delivery were about to be negotiated the Connellsville coke operators have been blamed and the inevitable "I told you so" was much in evidence when the market broke and prices dropped almost perpendicularly. As a matter of fact the Connellsville coke operators were not more guilty of unduly optimistic at time than were the furnace men and steel manufacturers for they also were imbued with the idea that 1910 was going to be a record breaking year. Merchant blast furnaces in the fall of 1909 were asking premiums for deliveries in 1910 at the very time that they were piling iron in the yards and certainly did not expect that while 1910 bid fair to open with the country making pig iron at the rate of more than 30,000,000 tons a year it would close with a rate of pig iron production of less than 25,000,000 tons. The steel interests in the fall of 1909 claimed that they were advancing finished steel prices with conservatively not in the first half of 1910 steel prices declined from $5 to $1.[illegible] almost without the trade realizing that the market was experiencing a decline and precipitable declining movement.

When prices of Connellsville coke went to their highest late in 1909 the production was increasing and furnace men evidently expected the rush in demand to continue until it would take the blast furnace furnaces of the country to make that this occasioned to reasonably to doubt that the capacity of the Connellsville region would be taxed.

On account of the remarkable boom occurring at the time it did some contracts for coke for 1910 delivery were made at very high prices which on account of the light crop in prices that followed for the 1910 product was sold at very much lower prices and became a more difficult task than in any previous year to estimate close the average price at which for the year's output of coke.

The 1910 output of Connellsville coke was usually divided into three classes as to the terms of sale: there was the tonnage sold on long contracts at prices varying month to month; tonnage sold on sliding scale contracts to be settled for monthly according to the average price of pig iron and still another one sold for prompt delivery from time to time at flat prices.

Coming first sales at flat prices that were in the summer of 1910 for contracts made for delivery in 1910. First these showed a wide range. One sale was made in May for the twelve months beginning July 1, 1909, at $1.60 so that six months of the contract fell in 1910 at $1.60 and both contracts were made until later for a longer period at a flat price of $2.[illegible] and the balance in 1910 commanded a higher price. From that time the market began to stiffen until in October and November sales of flat contracts for the first half of 1910 at $2.10 and for the entire year were made at $2.[illegible], $2.90 and in one or two cases at the full $3. The highest price in the contract trade was $3.[illegible] though coke from this contract was sold in the spot market at $3.[illegible] and in one case at $3.[illegible] the highest price ever recorded in the history of the coke trade. The average price for the year in the contract trade was $2

THE COKE TRADE OF THE NEW YEAR

Opens Up With Increased Merchant and Furnace Production, but

FURTHER SHADING OF PRICES.

The Central Selling Agency Proposition Remains Mute—Another Suggestion—A Number of Shifts in Running Order of Frick Plants.

The Connellsville coke trade of 1911 opens up with increased production and reduced prices, but the increased production is at the ovens of the furnace interest and the reduced prices effect only the open market interest. Summed up, this condition merely means that the present active demand has been contracted for and until further improvement in business or systematic curtailment of production there will be no further advance in the prices of merchant coke nor any increase in production.

But there are evidences of a forward movement and some of it is felt in the region this week. The Cambria Iron Company has blown in another furnace stack and has added to its coke requirements. There has been some increase in demand in other sections. The net result of these new demands is increased activity at some of the merchant plants, notably the Tower Hill, Stone and Rocks operations. These firms had contracts with the Cambria company, which contracts were held up when the furnaces shut down. The Waltersburg Coke Company also profits by this resumption. It is putting in 100 of its idle ovens. The Cambria company ceased taking coke from these operators in October and November. Things are looking a little better.

The central selling agency movement has developed nothing new, but the leading merchant operators are imbued with the conviction that something in that direction ought to be done. Prompt coke at present prices is a ruinous proposition. Perhaps if some good, strong broker should take the matter actively in hand upon the lines recently suggested by The Courier he would solve the difficulty. "There is wisdom in a multitude of counsels," but there is dissension in a multitude of conflicting interests.

The estimated production of the region last week was 281,885 tons, as compared with 239,525 tons the week before, showing a gratifying increase of 42,360 tons, or slightly over 13 per cent. The increase was confined, almost entirely to the furnace interest, its production gaining 41,005 tons, while the merchant interest increased only 1,355 tons.

The average running order of the entire region was 5.25 days, the average for the merchant interest being 5.31 and the furnace 5.15 days. Of the 9,565 merchant ovens in blast, 4,733 ran six days; 3,945 ran five days; 787 ran four days, and 100 ran three days. Of the entire 22,540 ovens in operation, 110 ran seven days; 7,461 ran six days; 12,974 ran five days; 1,895 ran four days and 100 ran three days.

Shipments showed an increase of 950 cars over the previous week, being 7,538 as against 6,588 cars. The Pittsburg district gains 514 cars, and Western points gain 482 cars, while eastern shipments show a decrease of 46 cars.

There were quite a number of changes reported during the week passed, and the net loss in active ovens is 1,255.

Ovens were dropped out as follows: Adelaide, 50; White, 100; Calumet, 40; Hecla No. 1, 40; Hecla No. 2, 50; Leith, 50; Lamont No. 1, 40; Marguerite, 50; Oliphant, 40; United, 20; Whitney, 102; Thompson No. 1, 90; Thompson No. 2, 130; Finley, 12; Acme, 30; Elm Grove, 52; Grace, 10; Paul, 75; Revere, 100; Katherine, 10; Tower Hill No. 2, 50; Low Phos, 250; Searight, 48; Juniata, 250; Southwest No. 1, 50; scattering, 91; total, 1,846.

Ovens are reported to have been blown in as follows: Buckeye, 120; Central, 200; Youngstown, 160; Tower Hill No. 1, 43; Mount Braddock, 38; scattering, 30; total, 591.

THE PRODUCTION OF 1910

(Continued from First Page.)

Southern Connellsville Coke Company, 12 at Marion plant; Banning-Connellsville Coke Company, 74 at Banning plant; Isabella-Connellsville Coke Company, 100 at Isabella. The last two plants are new. The Isabella is intended to consist of 1,000 ovens when completed, but the company does not seem to be pressing its construction, probably owing to the unsatisfactory condition of trade. The Brownsville Coal & Coke Company has opened two mines, christened Marie and Martha, but they have built no ovens. Construction has practically ceased for the winter, but it will probably be actively resumed in the spring, especially at the Rainey plants, where the rectangular ovens previously mentioned will be erected. It is the intention of the Rainey people to install the rectangular oven upon all its larger coal holdings, but to permit the old beehive ovens to remain where the coal is near to exhaustion.

The labor conditions have been very satisfactory and labor very well satisfied with its condition. Coke region labor is largely Slavonian and somewhat elastic. When work is plenty it flows hither and when times are dull it ebbs back to the old country. During the boom the plants were fairly well manned and since the idle ovens have increased we see comparatively few idle men. They have sought other climes. The H. C. Frick Coke Company announced a voluntary advance in wages, January 15, of a trifle better than 10 per cent. The new scale was intended to be a restoration of the scale of March 1, 1907, which had a mining rate of $1.35 per 100 bushels, and which was cut down to $1.20 under the scale of January 1 1908, but the 1909 scale advanced some other wages higher than those of 1907. Upon the whole it is the highest wage scale ever paid in the Connellsville region. The other operators also advanced wages to the same rates immediately following the Frick announcement, and this scale has been in force ever since. It is printed in detail elsewhere. It is hinted that some of the operators are a trifle restless under it just now owing to the low price of coke, but up to this time no attempt has been made to change it.

LINCOLN COKE CO.

Elects Officers For Ensuing Year and Hears Reports of Operations.

The Lincoln Coal & Coke Company held their annual meeting for the election of officers and directors in their offices in the First National Bank building on Tuesday afternoon. The report of the year's operation of this company in coke making in their Lower Connellsville region is interesting. The company does not operate on Sunday, but out of their 313 possible working days they worked 306 full working days. There was a layoff on Christmas, Fourth of July and Thanksgiving, two days were cut out for necessary repairs and two days they were idle on account of the coke producers layoff. The following officers were elected: President, A. L. Keister; Vice President, A. C. Overholt; Secretary, E. L. Stoner; Treasurer, B. F. Keister and Charles H. Loucks and F. O. Keister complete the directors.

The North Preston Coal Company also met in their offices in the same building and elected officers and directors: Ben A. Wirtner was elected President; F. F. Rush of Uniontown was chosen Vice President; E. L. Stoner, Secretary; M. L. Hasness, Treasurer, and these with J. T. Strickler make up the list of directors.

RECENT PATENTS

Compiled Specially Each Week for The Weekly Courier.

The following recently granted patents of interest to the coal and coke trade are reported expressly for The Weekly Courier by W. G. Doolittle, Patent Attorney, Park Building, Pittsburg, Pa., from whom copies may be procured for 15 cents each:

Nitrocellulose gunpowder, C. H. H. Clessen, Berlin, Germany, assignor to E. I. Dupont de Nemours Powder Co., Wilmington, Del., 979,431.

Explosive, G. R. Griffing, Salt Lake City, Utah, 979,476.

Coal washer, N. A. Smith, Marion, Ill., 979,584.

Mining machine, S. J. Teller, Unadilla, N. Y., assignor to The Jeffrey Mfg. Co., 979,597.

Bending machine, Julius Kellner, Calumet, Pa., 979,962.

Coke drawer, A. H. Reeder, Stonega, Va., 980,004.

Coal May Save Company.

It is reported that the coal holdings of the Dunbar Furnace Company in Fayette county may be sufficient to save the concern from bankruptcy. Claims will be made at the Philadelphia hearing that the coal land is worth more than the mortgage and interest due of $121,000, which has been foreclosed. S. W. Henshaw, civil engineer, will testify regarding his measurements and estimates of value.

The Weekly Courier $1.00 a year.

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Jan. 7, 1911.

Total Ovens.	In Blast.	Name of Works.	Name of Operators.	P. O. Address.
400	100	Acme	W. J. Rainey	New York, N. Y.
50	.....	Acme	Penn Coke Co.	Uniontown
376	200	Adelaide	H. C. Frick Coke Co.	Pittsburg
252	.....	Alverton No. 1	H. C. Frick Coke Co.	Pittsburg
104	.....	Alverton No. 2	H. C. Frick Coke Co.	Pittsburg
397	360	Baggaley	H. C. Frick Coke Co.	Pittsburg
182	75	Beatty	Mt. Pleasant Coke Co.	Greensburg
120	.....	Bethany	Majestic Coke Co.	Uniontown
300	.....	Bitner	H. C. Frick Coke Co.	Pittsburg
86	.....	Bourne	Wharton Furnace Co.	Uniontown
125	120	Boyer	Mt. Pleasant Coke Co.	Greensburg
240	.....	Brinkerton	H. C. Frick Coke Co.	Pittsburg
298	120	Buckeye	H. C. Frick Coke Co.	Pittsburg
30	.....	Brush Run	Brush Run Coke Company	Mt. Pleasant
260	100	Calumet	H. C. Frick Coke Co.	Pittsburg
67	67	Carbon	Keystone Coal & Coke Co.	Greensburg
52	.....	Carolyn	Peerless-Connellsville Coke Co.	Pittsburg
303	200	Central	H. C. Frick Coke Co.	Pittsburg
54	54	Chester	Sunshine Coal & Coke Co.	Uniontown
100	100	Clare	Clare Coke Co.	Greensburg
108	70	Clarissa	James Cochran Sons Co.	Dawson
120	.....	Coalbrook	H. C. Frick Coke Co.	Pittsburg
400	320	Collier	H. C. Frick Coke Co.	Pittsburg
400	200	Continental No. 1	H. C. Frick Coke Co.	Pittsburg
326	200	Continental No. 2	H. C. Frick Coke Co.	Pittsburg
300	200	Continental No. 3	H. C. Frick Coke Co.	Pittsburg
126	.....	Crossland	H. C. Frick Coke Co.	Pittsburg
233	240	Davidson	H. C. Frick Coke Co.	Pittsburg
40	.....	Dexter	J. R. Stauffer & Co.	Scottdale
130	.....	Dorothy	H. C. Frick Coke Co.	Pittsburg
56	40	Dunn	Dunn-Connellsville Coke Co.	Brownsville
40	40	Ellen No. 1	Whyel Coke Co.	Uniontown
50	30	Ellen No. 2	Whyel Coke Co.	Uniontown
80	.....	Elizabeth	Unity-Connellsville Coke Co.	Greensburg
218	100	Elm Grove	W. J. Rainey	New York, N. Y.
156	80	Fort Hill	W. J. Rainey	New York, N. Y.
97	.....	Foundry	H. C. Frick Coke Co.	Pittsburg
50	40	Franklin	B. F. Keister & Co.	Scottdale
155	.....	Frick	H. C. Frick Coke Co.	Pittsburg
101	50	Gilmore	Gilmore Coke Co.	Uniontown
213	50	Grace	W. J. Rainey	New York, N. Y.
272	180	Hecla No. 1	H. C. Frick Coke Co.	Pittsburg
500	250	Hecla No. 2	H. C. Frick Coke Co.	Pittsburg
300	200	Hecla No. 3	H. C. Frick Coke Co.	Pittsburg
52	50	Hester	Sunshine Coal & Coke Co.	Masontown
50	.....	Henry Clay	H. C. Frick Coke Co.	Pittsburg
20	.....	Home	Stauffer & Wiley	Scottdale
215	200	Hostetter	Hostetter-Connellsville Coke Co.	Pittsburg
100	.....	Humphrey	Bessemer Coke Co.	Pittsburg
200	.....	Juniata	H. C. Frick Coke Co.	Pittsburg
20	.....	Junction	Marietta-Ganler Coal & Coke Co.	Connellsville
100	.....	Kyle	H. C. Frick Coke Co.	Pittsburg
499	325	Lebanring No. 1	H. C. Frick Coke Co.	Pittsburg
498	320	Lebanring No. 2	H. C. Frick Coke Co.	Pittsburg
502	320	Lebanring No. 3	H. C. Frick Coke Co.	Pittsburg
304	200	Leith	H. C. Frick Coke Co.	Pittsburg
227	160	Lemont No. 1	H. C. Frick Coke Co.	Pittsburg
250	200	Lemont No. 2	H. C. Frick Coke Co.	Pittsburg
82	.....	Little Sunshine	King Coke Co.	Uniontown
32	.....	Love	C'ville-Mutual Coal & Coke Co.	Scottdale
40	40	Magee	Magee Coke Co.	Uniontown
208	.....	Mahoning	Cambria Steel Co.	Dunbar
510	260	Mammoth	H. C. Frick Coke Co.	Pittsburg
400	200	Marguerite	H. C. Frick Coke Co.	Pittsburg
25	25	Marion	Marion Coke Co.	Udell, Pa.
40	.....	Marthabel	Northern Connellsville Coke Co.	Connellsville
140	.....	Morgan	H. C. Frick Coke Co.	Pittsburg
204	193	Mt. Braddock	W. J. Rainey	New York, N. Y.
310	310	Mt. Pleasant	Mt. Pleasant-Connellsville Coke Co.	Greensburg, Pa.
195	.....	Mutual	H. C. Frick Coke Co.	Pittsburg
32	.....	Myers	Brownfield-C'ville Coke Co.	Uniontown
329	329	Nellie	Brown & Cochran	Dawson
252	160	Oliphant	H. C. Frick Coke Co.	Pittsburg
323	323	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
480	480	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
218	.....	Painter	H. C. Frick Coke Co.	Pittsburg
459	150	Paul	W. J. Rainey	New York, N. Y.
25	.....	Pennsville	Pennsville Coke Co.	Pennsville
13	.....	Perry	Marietta & Stillwagon	Perry
400	300	Phillips	H. C. Frick Coke Co.	Pittsburg
160	.....	Rainey	W. J. Rainey	New York, N. Y.
445	320	Redstone	H. C. Frick Coke Co.	Pittsburg
382	200	Revere	W. J. Rainey	New York, N. Y.
94	.....	Sapper	Shannon Coal & Coke Co.	Uniontown
110	110	Semet-Solvay	Dunbar Furnace Co.	Dunbar
42	.....	Shannon	Shannon Coal & Coke Co.	Uniontown
56	.....	Shirley	South Fayette Coal & Coke Co.	Uniontown
448	300	Sheaf	H. C. Frick Coke Co.	Pittsburg
625	340	Southwest No. 1	H. C. Frick Coke Co.	Pittsburg
250	.....	Southwest No. 2	H. C. Frick Coke Co.	Pittsburg
152	.....	Southwest No. 3	H. C. Frick Coke Co.	Pittsburg
151	.....	Southwest No. 4	H. C. Frick Coke Co.	Pittsburg
61	.....	Spring Grove	Cochran Bros.	Dawson
508	500	Standard	H. C. Frick Coke Co.	Pittsburg
34	.....	Sterling No. 2	H. C. Frick Coke Co.	Pittsburg
157	.....	Stewart	Stewart Iron Co.	Uniontown
135	.....	Summit	H. C. Frick Coke Co.	Pittsburg
40	.....	Thomas	Whyel Coke Co.	Uniontown
40	.....	Tip Top	H. C. Frick Coke Co.	Pittsburg
464	325	Trotter	H. C. Frick Coke Co.	Pittsburg
70	.....	Union	W. J. Rainey	New York, N. Y.
350	300	United	H. C. Frick Coke Co.	Pittsburg
250	.....	Valley	H. C. Frick Coke Co.	Pittsburg
90	80	Veteran	Veteran Coke Co.	Greensburg
150	100	White	H. C. Frick Coke Co.	Pittsburg
352	200	Whitney	Hostetter-Connellsville Coke Co.	Pittsburg
300	.....	Wynn	H. C. Frick Coke Co.	Pittsburg
509	320	Yorkran	H. C. Frick Coke Co.	Pittsburg
241	160	Youngstown	H. C. Frick Coke Co.	Pittsburg

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Main Office:.....UNIONTOWN, PA.

CONNECTIONS, P. R. R., P. & L. E., B. & O. R. R.

FREIGHT RATES

On Coke From the Connellsville Region as Quoted by Railroads.

Akron, O.	$1.55
Baltimore	2.15
Bay City, Mich.	2.65
Beaver Falls, Pa.	1.29
Bellville, Ill.	2.80
Boston	3.50
Buffalo, N. Y.	1.90
Cairo, Ill.	3.30
Cairo, Ill., when destined beyond	2.80
Canal Dover, O.	1.40
Chicago, Ill.	2.65
Chillicothe	2.00
Cincinnati, O.	2.10
Cleveland	1.65
Columbus	1.85
Crestline	2.00
Dayton, O.	2.00
Detroit	2.25
East St. Louis, Ill.	2.80
Emporium, Pa.	1.80
Erie, Pa.	1.65
Evansville, Ind.	2.80
Ft. Wayne, Ind.	2.35
Greensburg, Ind.	2.35
Harrisburg, Pa.	1.70
Indianapolis, Ind.	2.35
International Bridge, N. Y.	1.90
Lackawanna, N. Y.	1.90
Louisville, Ky.	2.05
Mayville, Wis.	2.80
Milwaukee, Wis.	2.75
Montreal	3.73
Muskegon, Mich.	2.05
New York	2.85
Oil City, Pa.	1.60
Peoria, Ill.	2.70
Pittsburg	.80
Richmond, Ind.	2.10
Richmond, Va.	3.94
Shawnee, O.	1.70
Shenango, Pa.	1.00
Wheeling, W. Va.	1.30
South Amboy, N. J.	2.35
Suspension Bridge, N. Y.	2.15
Terre Haute, Ind.	2.65

Statistical Summary.

PRODUCTION.	WEEK ENDING JAN. 7, 1911.				WEEK ENDING DEC. 31, 1910.			
District.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	24,068	12,155	11,913	146,210	23,928	12,883	11,045	109,970
Lower Connellsville	15,268	10,385	4,883	135,675	15,269	10,912	4,357	129,555
Totals	39,336	22,540	16,796	281,885	39,197	23,795	15,402	239,525
Furnace Ovens.								
Connellsville	19,037	9,768	9,269	117,165	19,037	10,185	8,852	78,560
Lower Connellsville	4,613	3,130	1,483	39,800	4,613	3,120	1,493	37,400
Totals	23,650	12,898	10,752	156,965	23,650	13,305	10,345	115,960
Open Market Ovens.								
Connellsville	5,031	2,387	2,644	29,045	4,891	2,698	2,193	31,410
Lower Connellsville	10,655	7,255	3,400	95,875	10,656	7,792	2,864	92,155
Totals	15,686	9,642	6,044	124,920	15,547	10,490	5,057	123,565

SHIPMENTS.	WEEK ENDING JAN. 7, 1911.	WEEK ENDING DEC. 31, 1910.
To Pittsburg	2,610 Cars.	2,096 Cars.
To Points West of Pittsburg	4,239 Cars.	3,757 Cars.
To Points East of the Region	689 Cars.	735 Cars.
Totals	7,538 Cars.	6,588 Cars.

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COKE MARKET IS VERY QUIET.

Large Uncovered Furnace Capacity, But It is Not Operating.

PROMPT PRICES DROP FURTHER

But a Slight Forward Movement in the Pig Iron Market Will Have a Stiffening Effect in Coke—The Ratio Widens.

Special to The Weekly Courier

PITTSBURG, Jan 11—The Connellsville coke market has been rather bare of developments in the past week, following the interesting contracts reported a week ago and covering over 50 000 tons a month chiefly for the current half year There is still some furnace capacity uncovered which is nominally in operation but it is chiefly by interests which have some supply already and at the present reduced rate of operations in the iron industry are not under pressure to make final contracts to round out their supplies

Beyond this there is of course a very large uncovered furnace capacity but it is capacity which is not in operation There has been practically no buying of coke by furnaces which were not in operation at the close of the old year The furnaces did not care to commit themselves, and the coke interests did not care to sell coke to furnaces not certain to run for such sales would amount to options to be exercised if the market advanced and let alone if it declined or remained stationary On the first increase in blast furnace operations, therefore there is certain to be considerable inquiry for coke and the coke operators will have changed their nature if they are not prompt in advancing their asking prices which make the quotable market represent the views of a very few who name the lowest prices and want to sell coke in a dull market The majority of coke operators would not sell except at a considerable advance above the minimum prices which can now be developed

Prompt furnace coke can possibly be had at $1 40 while $1 50 would represent the outside price that would possibly have to be paid, so we reduce our quotations this week by five cents As to contracts, it is understood that while a couple of weeks ago $1 60 would have had to be paid on first half contracts and probably on the whole year it is possible to shade these prices Some buyers think it ought to be possible to do $1 50 which is precisely 10 to 1 on Bessemer with a question which side would be favored on a 10 to 1 contract rather than a straight sale at $1 70 It is possible that the $1 50 could be done, but the fact has not been fully developed It is quite certain that even 10 cents advance over the first half price We quote the market five cents lower or at $1 55 to $1 65 Foundry coke is quiet and the usual amount of year end contracting has not occurred consumers preferring to wait a little while Prices quoted for some time on foundry coke still represent the market although now and then some coke of questionable grade might perhaps be obtained at a slight concession

With furnace coke prices revised, we quote the market as follows

Prompt furnace	$1 40@$1 50
Contract furnace	$1 55@$1 65
Prompt foundry	$2 00@$2 [illegible]
Contract foundry	$2 25@$2 50

The pig iron market has shown slightly more activity Sales are reported this week of [illegible]00 tons of malleable for first half and 100 tons and 250 tons for prompt delivery, all at $13 50 Valley This iron is not far from basic grade which is also quotable at $13 50 Valley Bessemer remains at $15, Valley, with very little being done There was an inquiry for 5,000 tons from the east but it has been withdrawn and iron may have been bought outside the Valleys A sale of 1,000 tons of forge for equal deliveries over first half has been made at $13 50, Valley, to a Pittsburg district consumer

IRON AND STEEL.

Manufacturers Think Prices Are Fair The Conference Dinner

Special to The Weekly Courier

NEW YORK Jan 11—The American Metal Market and Daily Iron & Steel Report says

There has been a very slight but entirely perceptible improvement in buying and specifying in the finished steel trade since the beginning of the new year This presumably represents business that was held over until after the inventory date According to what buyers have been telling the steel interests in the past fortnight a still larger volume of business is being held back awaiting the dinner of steel manufacturers in New York tonight inasmuch as the impression went abroad that there might be material reductions in prices in connection with the dinner

Such an exaggerated view of the importance of the dinner and the meetings alleged to be connected with it has been formed in some quarters of the trade that a very strong sentiment has grown up among many classes of producers that these dinners and meetings ought not to be held and it is improbable that any strong sentiment in favor of further gatherings in the near future can be mustered

The steel manufacturers as a body have a very strong feeling that present steel prices are fair and reasonable particularly since they average (outside of rails) $7 a ton below the level of 1907 which itself was regarded as reasonable while wages and the cost of living have if anything, advanced Thus the steel industry has made an ample adjustment and if general business is halting on account of extravagance and high prices the trouble is outside the steel industry and it is the victim rather than the villain

COAL PRODUCTION OF 1909

As Compiled by the U S Geological and the Census Bureaus

The statistics of coal production as collected jointly by the United States Geological Survey and the Bureau of the Census show that in 1909 the output amounted to 459 209 073 short tons Compared with the record of 1908, when the production amounted to 415 842,698 short tons the record for 1909 shows an increase of 44 039,630 short tons, or 10 per cent All of the gain was in the production of bituminous coal, which increased from 332 573 944 short tons in 1908 to 378 551 024 short tons in 1909—a gain of 45,977 080 short tons. The production of anthracite in Pennsylvania decreased from 74,347 102 long tons (equivalent to 83,268 754 short tons) in 1908 to 72 015,222 long tons (equivalent to 80 658,049 short tons) in 1909

Pennsylvania made the largest increase in the production of bituminous coal showing a gain of 20 666 288 short tons from 117 179,527 short tons in 1908 to 137,845 815 tons in 1909 West Virginia for the second time in its history exceeded Illinois and became the second State in the production of coal, the former having an output in 1909 of 51 446,010 short tons and the latter an output of 50 970 764 short tons West Virginia's production increased 9 548 167 short tons over 1908 The output of Illinois which stood third in rank increased only 3 310 674 Ohio retained its position as fourth in rank with a production in 1909 of 27 919 891 short tons against 26 270 639 in 1908 Indiana which in 1908 supplanted Alabama as fifth in rank, strengthened its position in 1909 by an increase of 2 566 809 tons from 12 314 890 tons in 1908 to 14 881 699 tons in 1909 while Alabama gained 2 099 517 tons from 11 604 593 tons to 13,703 910 tons Other significant increases were in Colorado 1 057 773 tons Wyoming 890 995 tons Kansas 734 270 tons Montana 640 082 tons Iowa 594 052 tons and Washington 551,463 tons Georgia Idaho Maryland Michigan Missouri and Texas showed a smaller production in 1909 than in 1908 the total decreases amounting to about 750 000 tons

The accompanying table shows the production in 1908 and 1909 by States The figures for 1909 are subject to slight modifications but are substantially complete

Production of Coal, By States In Short Tons

State or Territory	1908	1909
Alabama	[illegible]	[illegible]
Arkansas	[illegible]	[illegible]
California and Alaska	[illegible]	[illegible]
Colorado	[illegible]	[illegible]
Georgia	[illegible]	[illegible]
Idaho	[illegible]	[illegible]
Illinois	[illegible]	[illegible]
Indiana	[illegible]	[illegible]
Iowa	7 [illegible] 10	[illegible]
Kansas	[illegible]	[illegible]
Kentucky	[illegible]	[illegible]
Maryland	[illegible]	[illegible]
Massachusetts	[illegible]	[illegible]
Michigan	[illegible]	[illegible]
Missouri	[illegible]	[illegible]
Montana	[illegible]	[illegible]
New Mexico	[illegible]	[illegible]
North Dakota	[illegible]	[illegible]
Ohio	[illegible]	[illegible]
Oklahoma	[illegible]	[illegible]
Oregon	[illegible]	[illegible]
Pennsylvania bituminous	[illegible]	[illegible]
Tennessee	[illegible]	[illegible]
Texas	[illegible]	1 821 440
Utah	[illegible]	[illegible]
Virginia	[illegible]	[illegible]
Washington	[illegible]	[illegible]
West Virginia	[illegible]	[illegible]
Wyoming	[illegible]	[illegible]
Total bituminous	[illegible]	[illegible]
Pennsylvania anthracite	[illegible]	[illegible]
Grand total	[illegible]	[illegible]

THE TARIFF BOARD.

Boosters Meeting at Washington Give Good Reason For Its Permanency

WASHINGTON, D C, Jan 11—The annual convention of the National Tariff Commission Association opened this morning at the Columbia theatre with over [illegible]00 delegates from all parts of the United States in attendance It was an unusual gathering of business men that was called to order at 10 30 by John C Cobb of Boston the President of the Association There were representatives present of practically every important commercial organization of the country, in addition to those chosen by the Governors of many States and the Mayors of the larger cities

Many Senators and Representatives also were present some as the appointed delegates of their States and others as the invited guests of the National Tariff Commission Association

Mr Cobb in calling the convention to order spoke very briefly, outlining the purposes of the meeting

Following the invocation by the Chaplain of the Senate, the Rev Ulysses G B Pierce, the principal speaker of the session Prof Henry C Emery Chairman of the Tariff Board was introduced

Prof Emery said in part

I take it that what you want from me today is simply the benefit of our practical experience in this new line of work If I may make a personal reference let me say that before undertaking this work I had for many years studied the methods of tariff making and the effects of the tariff in this and other countries that Mr Sanders had for years been an earnest and distinguished advocate of the idea of a tariff commission and that Mr Reynolds had long been in charge of the practical administration of our custom laws

The main point in your organization represents a demand for an improvement on the method of investigations which shall serve as a basis for tariff legislation You as practical business men show by coming here at this time that you believe that more satisfactory results are to be secured by a thorough and disinterested investigation of industrial facts in relation to the tariff I can assure you from our experience that we are confident that thorough and accurate information can be obtained There are many difficulties and different lines of inquiry must be adopted in different cases On your main contention however that the Government can secure adequate and unbiased information for such purposes you are unquestionably correct

Your next point as I understand it is that such action to be worth while should not be in the nature of a report as to the conditions at any one moment of time but should be kept continuously up to date by a permanent investigating body

This body if I understand your purpose shall watch and study from year to year and month to month changing conditions of business with reference to sources of material new processes of production and the varying conditions of market competition at home and abroad It is to be an investigating body purely It shall be no part of its business to have any theories regarding the tariff or to make any recommendations as to whether or not protection is needed or how much protection is needed It should however be constantly ready to furnish accurate information to those branches of the Government which under the Constitution have the determination of these great questions of policy This I understand to be the idea which you have in mind Both from the study of our methods of tariff making and from our own experience we are convinced that a temporary body making a report on some particular tariff act cannot perform service which will warrant either the time or money expended but that a continuous body ready with information at any time will be of genuine and permanent service to the country

Coke Company Issues Bonds

The Consolidated Connellsville Coke Company at a meeting in Uniontown last week voted to issue bonds to the sum of $750 000 for the purpose of liquidating individual mortgages and finance proposed improvements The entire issue was purchased by the Union Trust Company of Pittsburg

Big Plant Resumes Operations

NEW KENSINGTON, Jan 10—After being closed since the middle of last October the Pittsburg plant of the American Sheet and Tin Plate Company here resumed operations in full yesterday morning nearly [illegible]00 men being given steady employment

Wanted

WANTED—SUPERINTENDENT BY a competent mining engineer [illegible] as superintendent of coal & coke works Twelve years experience in the Connellsville coke region Can give best of references Address SUPERINTENDENT care The Courier [illegible] Jan [illegible] w

For Sale

FOR SALE—FARM OF 170 ACRES located in Milford township Contains 8 room house and basement dry cellar Good water 100 foot barn and outbuildings underlaid with [illegible] foot vein of coal also about $1000 worth of timber Cheap to quick buyer MARCELLOUS SNYDER R F D No 3, Rockwood, Pa 2jan1td-5jan2tw

LIST OF COKE OVENS IN

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Jan. 7, 1911.

Total Ovens	In Blast	Name of Works	Name of Operators	P O Address
40		Adah	Adah Coke Company	Uniontown
40		Anica	Kane & Wilkey Coke Co	Uniontown
32	32	Annamyra	John R Carothers	Uniontown
178		Atcheson	Republic Iron & Steel Co	Gans
20		Baxter Ridge	Baxter Ridge Coal & Coke Co	Uniontown
100		Bridgeport	H C Frick Coke Co	Pittsburg
470	470	Brier Hill	Brier Hill Coke Co	Brier Hill
20		Browning	Browning Coke Co	Uniontown
50		Brownsville	Brownsville Coke Co	Brownsville
426	320	Buffington	H C Frick Coke Co	Pittsburg
36	16	Burchinal	Smithfield Coal & Coke Co	Smithfield
206	206	Century	Century Coke Co	Brownsville
40	40	Champion	Champion Connellsville Coke Co	Uniontown
24		Coffman	South Fayette Coke Co	Uniontown
500	500	Colonial No 1	Colonial Coke Co	Pittsburg
156	156	Colonial No 3	Colonial Coke Co	Pittsburg
300	300	Colonial No 4	Colonial Coke Co	Pittsburg
142	120	Cyrilla	Rocks Coal & Coke Co	Masontown
120	117	Crystal	Sackett Coke Co	Pittsburg
250		Dearth	H C Frick Coke Co	Pittsburg
162	162	Donald No 1	Consolidated Connellsville Coke Co	Uniontown
240	240	Donald No 2	Consolidated Connellsville Coke Co	Uniontown
160	160	Donald No 3	Consolidated C'ville Coal & Coke Co	Uniontown
30	15	Dorothea	Iron City Coal & Coke Co	Pittsburg
44	44	Dorothy	Jacobs Creek Coke Co	Uniontown
500	120	Edenborn	H C Frick Coke Co	Pittsburg
149		Edna	Wiltersburg Coke Co	Uniontown
172	132	Eleanor	Sunshine Coal & Coke Co	Masontown
82		Emery	South Fayette Coke Co	Masontown
260	200	Fairbank	Struthers Coal & Coke Co	Uniontown
32	29	Finley	Jas Byrne & Co	Uniontown
400	250	Footedale	H C Frick Coke Co	Scottdale
200	170	Francis No 1	Sunshine Coal & Coke Co	Pittsburg
50	50	Francis No 2	Sunshine Coal & Coke Co	Masontown
80	80	Fratts	South Fayette Coal & Coke Co	Uniontown
57		Garwood	Dunlap-Connellsville Coke Co	Connellsville
58	58	Genuine	Genuine Connellsville Coke Co	Uniontown
499	230	Griffin Nos 1 & 2	Bessemer Coke Co	Pittsburg
210	210	Herbert	Connellsville Central Coke Co	Pittsburg
32		Hilltop	Sunshine Coal & Coke Co	Masontown
74	74	Hoover	James F Hoover	McClellandtown
32		Hope	Hope Coke C	Uniontown
100		Hustead	Hustead-Semans Coal & Coke Co	Uniontown
140	100	Katherine	Union Connellsville Coke Co	Uniontown
200		LaBelle	Labelle Coke Co	Labelle
220	220	Lafayette	Atlas Coke Co	Helen
462	320	Lambert	H C Frick Coke Co	Pittsburg
116	300	Leckrone	H C Frick Coke Co	Pittsburg
40	20	Leon	Franklin Coke Co	Uniontown
400	400	Lincoln	Lincoln Coal & Coke Co	Scottdale
[illegible]		Low Phos	Connellsville Central Coke Co	Pittsburg
50	45	Madison	Sackett Coke Co	Pittsburg
[illegible]	25	Marion	Southern Connellsville Coke Co	Connellsville
194	194	Martin	Republic Iron & Steel Co	Pittsburg
[illegible]	202	McKeefrey	McKeefrey Coal Co	Leetonia, Ohio
[illegible]	[illegible]	Millsboro	Bessemer Coke Co	Pittsburg
7	5	Mt. Hope	Mt. Hope Coke Co	Uniontown
60		Murphy	Echard Coal & Coke Co	Star Junction
30		Newcomer	Newcomer Coke Co	Newcomer
40		Old Home	W J Parshall	Uniontown
450	[illegible]40	Orient	Orient Coke Co	Uniontown
34	34	Parshall No 1	Puritan Coke Co	Uniontown
168	168	Parshall No 2	Puritan Coke Co	Uniontown
30	30	Perry	Perry Coal & Coke Co	Pittsburg
[illegible]	50	Plumer	Plumer Coke Co	Uniontown
[illegible]	398	Republic	Republic Iron & Steel Co	Uniontown
[illegible]	85	Rich Hill	Rich Hill Coal & Coke Co	Outcrop
[illegible]	350	Ronco	H C Frick Coke Co	Pittsburg
[illegible]	182	Royal	W J Rainey	New York N Y
[illegible]	260	Searight	Taylor Coal & Coke Co	Uniontown
[illegible]	160	Shamrock	Fayette Coke Co	Uniontown
16	[illegible]	Solon	Prospect Coal & Coke Co	Uniontown
[illegible]	150	Sterling	Consolidated C'ville Coal & Coke Co	Uniontown
400	340	Thompson No 1	Thompson Connellsville Coke Co	Pittsburg
401	200	Thompson No 2	Thompson Connellsville Coke Co	Pittsburg
[illegible]	28	Tower Hill No 1	Tower Hill Connellsville Coke Co	Uniontown
[illegible]	52	Tower Hill No 2	Tower Hill Connellsville Coke Co	Uniontown
[illegible]	340	Washington No 1	Washington Coal & Coke Co	Dawson
600	340	Washington No 2	Washington Coal & Coke Co	Dawson
40	40	Wineland	Banning Connellsville Coke Co	Banning

Are you getting satisfactory service from the DOOR BLOCKS —AND— BOTTOM TILE you are now using? If not, ours will They are made from Soft and Hard Clay (not shale), and are full size and weight Door Blocks, size, 4½x4½x5 inches, weight 7½ lbs Bottom Tile, size, 12x12x3 inches, weight 31 lbs Compare notes, then send us a trial order

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Manufactured by The Wilder Metal Coating & Mfg. Co., CONNELSVILLE PA (We Guarantee our Sheets)

RAILS

40, 56, 60, 70, 75, 80, 85 and 90 lb.

Relaying Rails

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New Steel Rails

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Vertical Deep Well Pumps Heavy and Light Pressure Pumps

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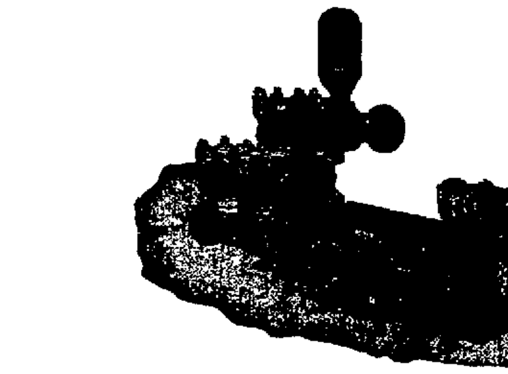

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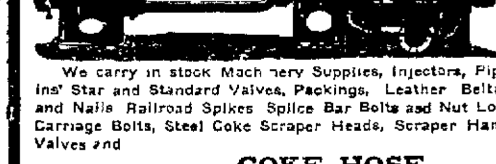

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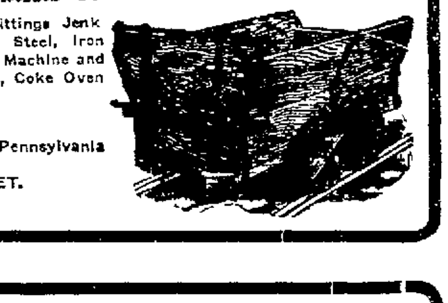

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Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure

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Blossom ash blown from ovens by new process of compressed air before coke is drawn"

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The Weekly Courier.

Entered as second-class matter at the postoffice, Connellsville, Pa.

THE COURIER CO., Publishers.

H. P. SNYDER,
President and Managing Editor.
J. H. S. STIMMELL,
Secretary and Treasurer.

Office, The Courier Building, 127½ W. Main Street, Connellsville, Pa.

THURSDAY MORNING, JAN. 12, 1911.

COAL AND COKE PROTEST AGAINST DISCRIMINATION.

The protest of the Pittsburg coal operators and the Connellsville coke manufacturers against the palpable and pronounced freight rate discrimination against them and in favor of the West Virginia and Kentucky regions is the expression of the aroused indignation of those who have supinely sat or stupidly slept.

This is not as has been aptly stated a crusade against the railroads; it is not the wailing cry of those who beat their breasts in senseless or simulated agony over the imaginary iniquities and hopeless wickedness of the Traffic Trust; it is not the chattering clatter of the professional reformer; it is the dignified and earnest plea of the coal and coke operators of Western Pennsylvania seeking simple justice.

While it is true that in times past railroad managers have often been haughty magnates and sometimes bold buccaneers, it is also true that the railroads themselves have played a mighty part in the work of national development, national progress and national prosperity. Without their corporate existence, without their combinations, however well watered they have been, this, the greatest nation in the civilized world of the Twentieth Century, would have continued small and struggling, poor and provincial; the Indian and the buffalo would have remained in undisputed possession of the Western prairies; their fat soil would not have felt the tickling plow; America would not have been the workshop and the granary of the world; the coal and coke and iron and steel industries would have measured their development by thousands and not by millions; Pittsburg would not have arrived at the dignity of a skyscraper town and the name of Connellsville would have been local instead of world-wide.

We mention these facts lest we forget that there two sides to the railroad question. In its discussion let us be reasonable, but at the same time let us insist upon the railroads being fair.

It has shown that the railroads have discriminated grossly against the Pittsburg coal district and the Connellsville coke region, and the only defense we have ever heard advanced in their behalf is that the other and more favored coal and coke districts cannot do business without the rates they are enjoying.

How came these regions to get these rates? What was the origin of this discrimination?

To these questions there is but one reply. The discriminating rates were made during a period of railroad management when the untrammeled rule of Transportation Tariffs was, "As much as the traffic will bear."

In the pursuance of this policy, coal and coke regions were developed which would now be virgin, the natural markets of Western Pennsylvania mines and ovens were invaded, and the coal and coke business frequently rendered unprofitable through the competition of these favored districts.

The Connellsville coke region is now operating only about 60 per cent. of its capacity and marketing a large portion of its product at cost or less. Why should our coke manufacturers be compelled to face such conditions in order to enable other districts to operate to better advantage under discriminating freight rates and lower labor costs?

The railroads will be heard this week. They should be heard with an open mind. But if they are unable to explain away the prima facie case of discrimination made out against them in Saturday's meeting they must be prepared to answer in another court.

John Sherman said concerning specie payments, "The way to resume is to resume;" and the way to equalize freight rates is to dismiss discrimination, amicably if possible, forcibly if necessary.

THE SLAVONIC CHARACTER.

The purchase by the National Slavonic Society of America of a large tract of land in Maryland near Cumberland for the purpose of erecting and maintaining a home for aged and infirm members of that nationality gives the lie to the popular coke region superstition that this people is without the milk of human kindness in their breasts, devoid of the feeling of national brotherhood, so imbued with cold-blooded selfishness that its people have been wont to say that a crippled or crushed Slav is "no good," and had better die than live.

The Slavish race is very human, very industrious, very faithful. It has reared some bad men who have reddened the soil of the Connellsville coke region with the blood of others in riotous drunkenness or ungovernable rage, but these have been the exceptions. It has produced some very honest, temperate and upright residents, and not a few of them have become respected citizens.

The United States Steel Corporation practises publicity in its reports and accountings to its stockholders, but it is suspected that it has not taken the public into its confidence regarding the prospective changes in its administration.

STEEL CONSOLIDATION AND COKE DISINTEGRATION.

It is currently reported that there has been a serious disagreement among the officials of the United States Steel Corporation concerning the policy of the company as to prices and wages. It has been the aim of this giant corporation to maintain prices at a steady level of reasonable profit, to regulate production to consumption and to pay the best possible wages to labor.

Experience has shown that the greatest curse of the iron and steel trades in the past has been their violent fluctuations. In the old days of individual competition, the manufacturers, their workmen and the towns in which these industries dominated were either riding in chaises or walking on their uppers. The Steel Corporation's policy has in a large degree remedied this evil, but if surmises are correct it is against this policy that some officers have recently rebelled.

The last report of the Steel Corporation indicates quite clearly that it cannot reduce prices, pay present wages and make its dividend requirements. To reduce wages during the present period of high living costs would be a hardship upon the workingmen, and the Steel Corporation has been more mindful of its employes than any corporation in modern times.

The worst sufferers under present industrial conditions are the Connellsville coke operators. They are selling their coke down to $1.60 and lower and are paying wages based on $3.00 coke. They advanced wages 10% at the close of 1909 with the full expectation of getting $3.00 for their coke. The price was then $2.90. The peculiar part about it is that the coke operators were rather compelled to pay this advance because of the fact that the United States Steel Corporation set the example. The Steel Corporation could better afford to pay higher wages then and now. It has a large and varied line of production and the prices of its products in finished steel are relatively much higher than the present prices of Connellsville coke.

In a measure the condition of the merchant coke operators of the Connellsville region is of their own making, and in another sense it is not. To meet conditions as they have come to be under industrial evolution they should effect some sort of a combination that will effectually regulate production and prices. They indicated a willingness to do this in the summer of 1909, when a merger was in a fair way of formation. The plan failed chiefly because a boom in coke appeared and many of the operators repenting of their agreement to sell deliberately embarrassed the underwriting of the merger by demanding cash and refusing to take any of the securities of the proposed corporation.

It is probable that many of the operators have since repented of this action, but the repentance came too late. The merger was dead. In view of recent judicial decisions, the present proposed remedy is too vulnerable to base a reasonable hope on. What the situation needs is the formation of a big corporation on legitimate lines which will take over the merchant coking plants without any strings to them, or a selling agency separate and apart from the manufacturers and strong enough to hold the market against ruinous competition. Until one of these things is accomplished, the merchant coke business must continue to be unprofitable during periods of depression.

The making of a merger involves a large amount of work and worry, patience and money. We frankly confess that we see no present hope of making one. The next best thing is some understanding concerning prices, but in arriving to this understanding the utmost care will be necessary to avoid running counter to the Sherman anti-trust law.

The Connellsville merchant coke business is sadly in need of regulation and conservation, to the end that its labor may continue to be well paid and its capital to receive a fair return on its investment.

AN OPPRESSIVE TAX ON PENNSYLVANIA INDUSTRY.

The proposition of the State Tax Commission to levy a tax of one mill on the capital stock of all Pennsylvania corporations is unjust and unwise.

If the State of Pennsylvania were in sore straits for money, if it were debt-ridden and desperate, if its necessities pressed it to levy unusual and oppressive taxes, such a step might be defended.

But Pennsylvania is practically without any debt. Its revenues aggregate the enormous sum of $29,000,000 annually of which over $17,000,000 are contributed by corporations. The precise figures for 1910 from Governor Stuart's message are as follows:

REVENUES.

Corporations	$17,210,242
Interest on deposits	190,021
Personal property tax	4,460,834
Inheritance tax	1,803,087
Licenses	3,203,570
State highway construction	400,454
Other sources	1,608,316
Total	$28,946,124

EXPENDITURES.

Administration	$ 5,033,287
Hospitals and asylums	2,048,629
Penitentiaries and reformatories	724,015
Charitable institutions	4,794,473
State highways	1,199,328
Common schools	7,687,489
National guard	384,855
Forest fires	31,418
Forest reservations	18,310
Primary elections	180,278
Dispensaries and sanatoria	1,083,333
Township roads	1,544
Other items	4,330,432
Total	$27,657,300

This indicates that the State of Pennsylvania, notwithstanding its very liberal appropriations for penal, charitable and other institutions, the millions given to its public schools, its public dispensaries, its State highways and other benefactions, during the past year, still has a surplus of over $2,000,000. Why is it deemed necessary to increase the revenues so drastically?

We have not the figures at hand, but a tax of one mill on corporate capitalization in the State of Pennsylvania would yield an enormous revenue. The necessity for this income should be shown before any steps are taken to levy the proposed oppressive taxation.

Pennsylvania is the first manufacturing State in the Union. Its prosperity is largely due to its industrial enterprises, and almost without exception they take the corporate form. An increased tax on corporations will be a burdensome tax on industry. It will have a strong tendency to drive industrial operations out of Pennsylvania, or at least to suggest to them the advisability of taking out charters in some more friendly State. The first alternative will deprive Pennsylvania of a large portion of her prosperity and the latter will deprive the State Treasury of a considerable share of its revenues. Seldom has there been a more senseless proposition made by statecraft.

We assume that Connellsville is a fair sample of progressive Pennsylvania communities. Its Chamber of Commerce is active and alert in the work of persuading new industries to locate here, and it has been noticeably successful in this work; but if the proposed tax on the capital stock of corporations becomes a law new industries seeking locations will turn their faces elsewhere, and the future work of the Chamber of Commerce will be confined to academic discussion of those sad words of tongue and pen, "It might have been."

Pennsylvania is suspected of being rather extravagant in its appropriations, and the recommendations of the Tax Commission indicate that further and extraordinary expenditures are contemplated. To furnish the means for this extravagance the corporations are considered the easiest and most popular plucking. But the Tax Commissioners overlooked the fact that oppression of the corporations means the oppression of every form of business, now that partnerships have been almost universally replaced with corporate combination; and further that such a tax will not only be burdensome to Pennsylvania industry, but it will also be the means of preventing new industries from locating in this State.

The Legislature should be more economical in its appropriations and less eager to pursue and punish Pennsylvania industries.

CORPORATIONS AND STATE REVENUES.

The despised corporations are practically supporting the State of Pennsylvania. During the past year they contributed $17,210,000 to the $28,946,000 total revenues of the State, and that has been a fair proportion for some years past.

They have also collected for the State the bulk of the $4,149,000 personal property tax, which is chiefly a tax on loans. The corporations have been a good thing for Pennsylvania and a better thing for some of the other States whose corporations laws are more liberal.

The United States Steel Corporation, for example, has a New Jersey charter. If our corporation laws had been more liberal this giant corporation would have been paying liberal taxes to Pennsylvania.

There is no good reason why corporations should be bound with red tape and subjected to all manner of foolish requirements as to the particular business they may engage in.

The corporations have come to stay. They are a natural evolution of business, and our legislators may as well recognize them as such.

CAPITAL AND LABOR COMBINES.

The glass plants of Fayette county announce their inability to pay present wages since the courts have dissolved their selling agency and made the glass market open and competitive.

The situation is characteristic of what must happen if the efforts of those in authority to dissolve all corporate combinations of any magnitude is carried to a logical conclusion.

The anti-trust talk is all very fine and the appeals for the Common People sound very eloquent and unselfish, but they conceal either a sordid or a silly character. They are especially demogogic when they seek to restrain capital from combination and at the same time betray a desire to permit labor to do the same thing.

"What is sauce for the goose is sauce for the gander."

THE UNLAWFUL SALE OF CIGARETTES.

The Connellsville crusade against the sale of cigarettes to minors is not original, but it promises to become effective, and this is as it should be.

Too many boys are addicted to the cigarette habit and many of them are mere children. Medical testimony is to the effect that tobacco, and especially that form of it known as cigarettes, stunts the growth and undermines the constitution of youth. In the name of future citizenship the use of cigarettes by the rising generation must be effectually prohibited if such prohibition is possible.

The enforcement of the law against dealers will not cure the evil. It must be enforced against all others. The bootlegger defies the liquor laws and thoughtless persons defy the cigarette law by giving "pipes" to small boys. The former is not worse than the latter, and the latter should be punished not less sternly than the former.

In the meantime, however, the dealer should be compelled to keep his skirts clean.

GOVERNOR STUART'S FAREWELL MESSAGE.

Governor Stuart's farewell message to the Pennsylvania Legislature contains some very wise recommendations.

"Our natural resources should be regulated and controlled so as to avoid waste, extravagance and monopoly" he vigorously declares, and in pursuance of this policy he recommends a liberal appropriation for the acquisition of forest reserves and their reforestation and protection. He points out the necessity of preserving our forests. Without them our water supplies will dwindle and our lands become barren wastes. Already we have examples of the beginning of such a condition. The streams are drying up; the rivers are stagnant; their waters are polluted.

The Governor recommends liberal treatment of hospitals and charitable institutions. They deserve it, but they are getting about seven millions annually. They are being liberally dealt with. State highways are getting two millions and the public schools receive $7,600,000 annually. Good roads are a good thing and good schools make good citizens; but if Pennsylvania is to be denuded of all forest, if her lands become barren, if her water supplies become insufficient and unfit for domestic use, her population will dwindle, the people will flee to more favorable climes; and, when the damnation of desolation shall have fallen upon the State, we will realize that the millions spent for good roads have been wasted, that the millions spent for the education of our future citizens have been spent for the education of citizens of other States, and that all such expenditures should have been deferred to the great work of reforesting the State and keeping its streams free from pollution.

During the past two years there has been spent for forest reservations $744,000. WE SHOULD SPEND MILLIONS, NOT THOUSANDS, FOR THIS PURPOSE, AND WE WILL BE CRIMINALLY NEGLIGENT OF OUR DUTY AND CRUELLY OPPRESSIVE OF FUTURE GENERATIONS IF WE FAIL TO DO IT.

The Governor speaks of the efforts being made to better the condition of the miners of Pennsylvania, and mentions the establishment of rescue stations and the organization of first aid corps at many mining plants. But the State has had a small part in this work. It has been done by the Federal Government and the coal and coke operators. The State should coöperate with the Federal Government in a more substantial manner. For example, PENNSYLVANIA SHOULD HAVE ONE OR MORE MINE RESCUE CARS EQUIPPED LIKE THOSE OF THE FEDERAL GOVERNMENT.

Concerning Highways, the Governor makes the statement that the work of rehabilitating the National Pike through Somerset, Fayette and Washington counties has been carried forward, and "this historic highway is much improved." Some improvements have been made on the old road, but they are not numerous or specially noticeable to the naked eye. The "rehabilitation" of the National road is one of the jobs which the Highway Department should do promptly and thoroughly. The foundations are there; the structure, a little dilapidated, is there; all the magnificent old highway needs is the proper finishing touches. The State should put these on.

The Governor briefly reviews the work of the various departments without much specific recommendation. He commends the work of the State Constabulary and recommends its increase; he declares that the Western Penitentiary "has ceased to be a modern institution," and advises a liberal appropriation to bring it up to standard.

The message is a businesslike document, devoid of any fuss or frills, its writer having in mind the Constitutional injunction to advise the Legislature fully and impartially of the affairs of the State.

RAILROAD DISCRIMINATION IS DOOMED.

The Interstate Commerce Commission has decided against a Pennsylvania railroad company in a suit brought against it for discrimination against a coal company in the matter of cars. The discrimination was palpable and gross and the judgment was just and inevitable.

Discrimination in car supply is an old tale to the coal and coke trade, but it is not one which now troubles either interest. What concerns them most at this time is the discrimination practised against them in the matter of freight rates.

The Pittsburg coal operators and the Connellsville coke manufacturers have just cause of complaint, and they are voicing this complaint in Pittsburg today. It may not seem very loud, but it is apt to be heard in Washington even though expressed in whispers.

THE REPUBLICAN DUTY AT WASHINGTON.

The national struggle at Washington is just beginning, and it promises to become very interesting if not very exciting. The insurgent and unreconciled element is already proposing certain changes in the rules of the House which will have the effect of binding the majority hand and foot.

This the majority can never consent to. It has certain duties to perform before the control of the body is passed over to the Democrats, and on no account must it fail. The present rules are essential to its effective action. They must not be tampered with further.

When the Democrats take charge of the House they will be at liberty to make such rules as they think proper, and it may be remarked in passing that it will not make much difference what they are, since they will have no effect save to add further weight to the safety-brake on foolish legislation. Under indicated Democratic and Insurgent rule any measure may be talked to death, and perhaps that will be the natural and proper fate of most of them.

In the meantime, the Republicans will continue in the good old-fashioned way to do things at Washington for the good of the country, leaving emasculated efforts to business disturbance for those who follow.

CANALS AND CONSERVATION.

"All things come to him who waits," and some of the things that come are not as welcome as others, but the proverb is a popular one and it is often pat.

The canalization of the Tough, for example, furnished Uniontown with material for Mud Island jokes for the past several years, but we have all along felt that Beesontown would bow down to it yet, and so it has come to pass.

The Uniontown Herald grows enthusiastic over the Lake Erie and Ohio river ship canal, which it points out will connect Brownsville with the Great Lakes; and, with the canalization of the Yough as far as Connellsville, which it declares "has more than the merit of possibility," water transportation will be afforded for "our great output of coke."

Quite so. We are still the center of the coke region it seems.

But water is essential to water transportation. The canal and canalization propositions are progressive and important, but much more pressing and of far greater moment is the work of preserving, protecting and enlarging our forests in order to insure better water supplies, and of protecting those supplies against wholesale pollution.

Any scheme of river improvement which ignores the problem of dwindling streams begins at the wrong end. A dam without water is a dam joke.

The startling announcement is made on the authority of a prominent officer of the Pennsylvania National Guard that many of the officers are deficient in military knowledge and should be better instructed; and this officer actually proposes to establish a correspondence school for their instruction. We are loth to credit this testimony, even though made by an officer of the once immaculate Eighteenth regiment. We have been under the impression that the Pennsylvania National Guard had earned the reputation of being something more than Tin Soldiers, and we still believe that the Tenth regiment is removed from this class no matter how other regiments may be rated.

The Cement Trust couldn't hold together.

The looting and suspension of a New York bank has caused a run on several other New York banks. There is absolutely no good reason for this unreasoning action on the part of depositors and means have been taken to meet all demands. It was just such a condition that brought about the bank panic of 1907. The authorities should have more vigilance and the public more confidence.

Henry Clay Frick has a habit of giving philanthropical surprises and Connellsville is evidently on his list of beneficiaries.

Another failure of the natural gas on Sunday recalls and emphasizes the suggestions heretofore made in these columns that some means ought to be provided to give due notice to consumers of the shutting off and the putting on of the natural gas supply, in order to avoid the danger of explosions or asphyxiations. The fire alarm system might be utilized in some manner to convey this important information.

The Masontown fox hunt resulted in a victory for Reynard. Fox-hunting as practised in Greene county and Southern Fayette consists in a great deal of chasing and not much catching.

Amid general industrial stagnation, the tin plate trade runs merrily along. This country cannot be without cans.

The United States Steel Corporation is perfecting its pension plans. It is the aim of the corporation to build up a large and loyal family.

Foreign bank failures are getting too frequent. It is time for workmen to realize that the safe banks of the country are the national and state banks, whose affairs are subject to periodic investigation by the authorities.

Dynamite has made its appearance in the Cumberland region mining war. It is physically but not morally powerful.

Deputy Sheriffs and Constables have an uneasy job in Westmoreland county.

The Legislature proposes to investigate the Westmoreland strike. Perhaps the strike will be over before the investigation is concluded.

The Little Kanawha Syndicate is making a Loud Noise in spite of the dull times.

The reported formation of a nine-million dollar chewing gum trust is another bold attempt to increase the high cost of living.

Nigger Hill should come into the borough and get rid of its name.

The Dawson bridge will be light as well as free.

In the light of freight rate discrimination against Pittsburg coal and coke, the Lake Erie ship canal proposition grows in interest. When Connellsville coke was transported down the Youghiogheny and Ohio rivers to market, there was no discrimination.

The Carnegie Trust Company of New York has closed its doors. After all, there's nothing in a name, unless it's on the back of the note.

The Workhouse problem remains to be worked out in a financial way.

The Bath Tub Trust would like an immunity-bath.

Senator Lafollette, unreconstructed insurgent, demands an open primary for the election of delegates to the Republican National Convention. It is strange that he does not insist upon the referendum and recall. The primary business is being elaborated and refined to the ridiculous. It needs reforming in the other direction. For proof of this statement we need only refer to some of the grotesque results in Western States, where the advanced primary system has elected to office candidates palpably not the choice of the people.

The Connellsville coke region has entered its protest with the others against railroad discrimination.

The Glencoe foreigner who lost his feet and almost his life in saving a companion from death is entitled to a Carnegie Hero Medal and some new feet.

Pinkerton tunnel continues to claim its victims, and will do so as long as people refuse to recognize the fact that it is no public thoroughfare.

Up in Somerset county candidates for county offices are already sticking their noses above the frozen ice of sleeping politics, but the Frosty Sons of Thunder always awaken sooner than their brethren in the Southern tier counties. Fayette county, for example, may have some ambitions but they are still uncovered. Fayette is a business county and the citizens here do not wish to be worried with politics until the election is close at hand.

Company D's attendance on drill is improving since it has been impressed upon the minds of the soldiers membership in the company is not all play.

Bullskin township presents a case of absolute destitution in the midst of plenty, but it did not appeal in vain to the generous hearts of some Connellsville people. Charity is the prime virtue of mankind. This is the testimony of the Testament. It is also the testimony of the heart.

The dentists and the doctors are in the same class when it comes to suits for malpractise. They know how to sympathize with editors who are sued for libel by some rotten wretch who didn't get half of what was coming to him.

The Pennsylvania railroad is issuing passes again, but the people who are getting them will be adjudged worthy by the public verdict.

CHAT WITH OUR CONTEMPORARIES.

The Washington Reporter inveighs against dirty streets, which it declares lead to disease and death.

Connellsville has not much excuse for dirty streets in view of the fact that for this purpose alone water is free.

The Charleroi Mail wants the State to build a boulevard from the Allegheny to the Greene county line.

Is this on the level?

The Washington Record wants another Henry Clay to rise up and give that county land for an Almshouse and other county buildings.

The Henry Clay Fricks are not numerous.

The Scottdale Observer thinks matrimony between Connellsville and Scottdale would result in quick divorce on the score of incompatibility.

We don't see why, but of course Connellsville does not want an unwilling bride.

The West Newton Times serves notice that the toll gate must go.

It has already gone from most localities. We do not know why it lingers around West Newton unless that town is somewhat old-fashioned.

The Punxsutawney Spirit wants to tax the alley cat.

What shall be done with the alley rat?

The Bellefonte Watchman declares there is no warrant in the Constitution for the Protective Tariff.

The Watchman thought there was no warrant in the Constitution for Lincoln's fight for the preservation of the Union. Some Democracy is too new and some too old.

The Johnstown papers are discussing the tariff on butter, and it's a wise editor who refrains from playing the part of butter-in.

Looking Backward.

News of the Past Condensed from the Files of The Courier.

Friday, January 9, 1891.

Coke production 102,112 tons; shipments 6,008 cars; prices, furnace $1.90; foundry $2.25.

The State Legislature convenes at Harrisburg and Governor Beaver delivers his last message.

Conference between operators and wage earners adjourns, the former rejecting the proposed scale submitted by the coke workers.

Coke trade for 1890 was prosperous and worth a round $15,000,000.

Eggs bring 30 cents a dozen, butter 25@30 cents a pound.

Several coils of pipe in the Second Ward school's heating apparatus burst and school had to be suspended.

I. Aaron of Brookvale, Pa., has rented the first and second floors of the Odd Fellows building and will open a furniture store there.

Miss Antoinette Gaddis of Uniontown, is elected head nurse of the Miners' Cottage Hospital.

Friday, January 4, 1901.

Work on rebuilding Sodom shops is started.

Mine boss examinations are being held in the Connellsville coke region and all parts of the state.

Local committee discusses and endorses movement to erect monument in honor of Col. Alexander L. Hawkins and the soldiers of the Tenth who fell in the Philippines.

Benjamin Stuart, a well known colored character dies in the lockup.

Coke production 185,720 tons, shipments 8,189 cars. Prices, furnace, $2; foundry, $2.50@$2.75.

The Twentieth Century gets a noisy welcome in Connellsville. The churches hold watch meetings.

Several colored people who knew William Sims, who was hanged in Uniontown several weeks ago do not believe he was killed when the trap fell. They say the body was lifelike when received by the Dunbar undertaker prior to shipment to Roanoke. Reports have reached Fayette county from the South that Sims's came back to life.

NATIONAL BANKS ELECT DIRECTORS.

All of Them Had a Prosperous Year During 1910.

BUT A FEW CHANGES MADE

Dr. H. C. Hoffman Succeeds Late Andrew Haas at the Yough National. Officers Will Be Elected at Later Meeting of Boards.

The National banks of Connellsville and vicinity elected Directors Tuesday for ensuing year. For the most part the stockholders attending the meetings for this purpose heard reports of a prosperous year. There were but few changes made in the selection of Directors, most of the newly chosen officials succeeding those called by death during the past year.

One of the first banks to hold its election was the First National of Vanderbilt. This thriving institution had a prosperous year, especially during the past six months. Earnings on the capital stock during the last six months of 1910 show a return of 9 per cent. There was no change in the Directorate and the stockholders re-elected G. B. Roberts, J. F. Black, E. T. Norton, J. A. Guiler, Robert Norris, F. T. Evans and F. G. Oglevee for another year.

There was no change at the Union National Bank, the bustling West Side financial institution. The year was a profitable one at that bank. The Directors re-elected this morning were Kell Long, Dr. G. W. Gallagher, P. J. Tormay, C. B. Franks, T. H. Hazen, John Work, J. J. Barnhart, A. C. Sherrard and Lloyd Johnston.

The Second National stockholders met between 10 o'clock and noon today and re-elected the old Board of Directors as follows: Worth Kilpatrick, J. M. Reid, Charles Davidson, Kell Long, Cyrus Echard, Dr. L. P. McCormick and R. S. Paine. The earnings of this bank during the year were entirely satisfactory to the stockholders.

There will be no change in the list of directors or officers of the Dawson National Bank. Those who were re-elected were: M. M. Cochran, N. A. Rist, Sarah B. Cochran, R. D. Henry, Joseph Oglevee, A. C. Sherrard and W. Harry Brown.

There was one change in the directorate of the Yough National Bank. This bank lost two Directors by death during the past year. They were Joseph R. Stauffer and Andrew Haas. Mr. Stauffer was succeeded soon after his death by his son, W. F. Stauffer. No election was held to fill the vacancy caused by the death of Mr. Haas and the only change made by the stockholders today was electing Dr. H. C. Hoffman to the vacancy. The directors elected at the Yough were Joseph Soisson, B. F. Boyts, W. F. Soisson, Dr. M. B. Shupe, E. R. Floto, H. M. Kephart, S. J. Harry, W. F. Soisson, W. F. Stauffer and Dr. H. C. Hoffman.

The stockholders of the First National Bank at Dunbar chose the same board at a meeting this afternoon between 1 and 2 o'clock. The board will organize later. Following are the directors chosen: T. B. Palmer, John Wishart, C. E. Wilson, J. W. Seamans, J. C. Carroll and C. D. Kimball.

No changes were made at the Colonial National Bank. The directors are L. F. Ruth, P. H. Beighley, Harry Dunn, E. K. Dick, W. N. Leche, A. G. C. Sherbondy and H. E. Schenk. The election was held this afternoon between 1 and 2 o'clock.

No changes in the board of directors was made at the meeting of the stockholders of the First National Bank of Connellsville this afternoon. The directors re-elected are: John D. Frisbee, Walter F. Stauffer, Robert Norris, E. T. Norton, Jacob L. Kendall, E. C. Higbee and W. D. McGinnis.

CIVIL COURT ADVANCED.

Cases Scheduled Next Week Will be Tried in February.

UNIONTOWN, Jan. 10.—A session of court was held this morning at which time routine matters were disposed of. Owing to the number of motions for a continuance the opening week of civil court has been advanced to the week beginning February 20. There are 30 cases on the list.

The Greensboro Natural Gas Company today filed a $10,000 bond to guarantee compliance to the provisions of the order made by Judge Van Swearingen in the suit of the Monongahela River Consolidated Coal & Coke Company.

J. W. Goldsmoth filed a $5,000 bond as assignee of the estate of William Herzberg of Connellsville.

Numerous divorce matters received attention in court this morning. Jas. J. Pelgh of Newell, was granted a divorce in his suit against Ruth M. Pelgh of Fayette City. In the suit of Jennie Paine against John Paine of Uniontown, the master, Linn Phillips, recommended a divorce. In the case of George B. DeHaven against Effie DeHaven, J. Kirk Renner was appointed master. In the suit of Oliver S. Murray against Edith Murray, Fred C. Irvin was named master.

Lee Smith was appointed to Audit the accounts of Peter L. Shultz, of Bullskin township, committee for William E. Shupe, a lunatic. The committee sets forth that Shupe's personal resources have been exhausted, making it necessary to sell real estate for his maintenance, which permission is asked.

Harry Abraham was appointed constable of Smithfield borough to fill a vacancy.

The American Bonding company of Baltimore, Md., was given the privilege of conducting business in Fayette county on petition of Attorney E. C. Higbee.

In the case of John Griffiths vs. the Monongahela Railroad Company exceptions filed by the defense were dismissed. The suit was brought by Griffiths to restrain the company from changing the course of a stream. He won and the company filed exceptions to the decision.

Harry Brown today filed suit for $5,000 damages against the West Penn Railways Company, alleging injuries by being ejected from a car between Uniontown and Brownsville December 1, 1910.

FREIGHT RATE DISCRIMINATION AGAINST PITTSBURG COAL AND CONNELLSVILLE COKE

By the Railroads Roundly Denounced and Complaint May be Made to the Interstate Commerce Commission if the Railroads Refuse to Equalize the Rates.

John W. Boileau's Masterly Exposition of the Matter.

The Pittsburg coal operators and the Connellsville coke producers met in the Pittsburg Chamber of Commerce Saturday afternoon and voiced an earnest protest against the freight discriminations practised against these regions, and in favor of the West Virginia and Kentucky regions, by the railroads.

The chamber was filled with coal and coke operators, railroad managers and representative business men. The meeting was held under the auspices of the Railroad Committee of the Pittsburg Chamber of Commerce, and was presided over by W. H. Stevenson, Chairman of that Committee. A number of the merchant coke operators of the Connellsville region were present. They were accompanied by E. H. Rowe, Secretary of the Uniontown Chamber of Commerce, who presented their case for them.

The principal address was delivered by John W. Boileau, whose name is now familiar to the Connellsville coke region. He prepared the case against the railroads and he was well fortified with facts and figures which he has been gathering with his well-known

John W. Boileau.

industry for weeks past. On the wall of the room was an immense map showing the coal fields of the United States and their railway connections, also the iron ore deposits and their means of reaching the markets. He illustrated his remarks from time to time by referring his auditors to this illuminating chart. He spoke as follows:

The parties concerned in the freight rate situation are certainly not hostile to wealth or to the railroad interests. This is no crusade against the railroads, but the time is here for an adjustment of the unfair conditions that are prevalent in the territory covered by the Pittsburg coal bed, the most persistent and valuable bed of coal in existence.

Our coal and coke and iron and steel interests want the natural position we have, to be considered by the railroads when they make table of charges for service rendered. In the assembling of the ore, the coke, the limestone, and the coal and the shipping of coal to the lake markets, our position has meant but little compared with the service rendered the fields more remote in West Virginia, Virginia and Kentucky.

Reason as you may, our industrial supremacy and activity depends upon our holding the advantages our natural position gives us.

For the past 15 years I have watched the development of this section and during the entire time I have kept much data on the railroad and coal situation. The railroad is the medium by which our valuable fuel reaches the points of consumption. Rebates used to be in vogue, but I dare say that there is but little direct rebating being done at the present day. It is other advantages that prevail.

The present question is the wide discrimination made by the railroads in the Appalachian coal fields. It is no doubt true in other fields. Different conditions and influences prevail in every particular mining district. In some cases the traffic men and other officials of the railroads are to blame. Some times they are personally interested and in a selfish way have forgotten the masses, but it is usually the powers higher up that are responsible for such unjust conditions.

Every coal operator of the Pittsburg and Ohio and Panhandle fields is duty-bound to aid in the correction of this coal freight rate situation. Almost every ton of coal going to Lake Erie or for lake shipment or consumed along the front of Lake Erie should be mined from the counties of Western Pennsylvania, West Virginia Panhandle and Eastern Ohio, and I am certain would be mined there if they had the proper freight rate in proportion to service rendered. Because of favorable conditions existing in the Fairmont field they naturally get a share of this tonnage.

We have the spectacle of coal being hauled 490 miles for $1.12 and coming in competition with coal being hauled 160 miles at 88 cents per ton. In other words, Pittsburg pays to the lakes 5.5 mills per ton per mile, while New River district pays approximately 2.3 mills per ton per mile. The railroad man reasons that $1.12 is 24 cents more than 88 cents. Similar reasoning and selfish influence has caused the West Virginia district during the last 10 years to increase almost at the rate of 75 per cent per year in its coal tonnage to the lakes. While Pittsburg has only increased from 1901 to 1910 inclusive, about 22 per cent per year, and during the same period the Ohio district has only increased about 12 per cent per year. In other words, West Virginia had a shipment of less than 800,000 tons in 1901, while in 1910 she had almost nine times that tonnage.

A detailed study of the situation shows that the Pittsburg coal field is located at and nearest the largest fuel consumption in the world, giving it, because of that, a corresponding value. Leaving out Indiana and Illinois, 100,000,000 tons of coal or more is distributed from the Lake ports annually. Indiana, Illinois and Iowa furnish a part. Then there is the anthracite region.

The analysis of the freight rates indicate that an adjustment is imperative in order that the coal rates may be reasonable and equitable. An adjustment of equal rates per ton per mile will add value to every acre of our Pittsburg coal bed. We should receive a freight rate in proportion to service rendered, and at the same time other conditions should be considered.

Local rates of the Pittsburg district, including Shenango and Mahoning valleys, are based on 8 to 10 mills per ton per mile. That railroad freight rates, per ton per mile from the Pittsburg district are now 50 per cent greater than from the Fairmont district and are from 90 to 100 per cent greater, based on distance hauled and service rendered, than from the Kanawha, Thacker, Big Sandy, New River and Pocahontas districts.

That either the management of the railroads hauling the coal from those coal fields are losing money on the traffic and in that manner dissipating the money of their stockholders or that the railroads entering the Pittsburg district are taking from the owners of Pittsburg coal lands at least 30 cents per ton, or from $2,000 to $3,000 per acre. It is common knowledge that hauls of over 100 miles on coal traffic give dividends to railroad stockholders when the charge is not in excess of 3½ miles per ton per mile.

An average round trip distance from the Pittsburg district to the lakes is 320 miles, easy grades and no sharp curves. Return ore haul is provided, giving a total revenue of approximately $1.75 for the round trip of 320 miles.

The round trip from the Fairmont field is 500 miles; the revenue being for a large portion of the traffic 97 cents, or $1.00 for 500 miles haul on account of cars returning empty.

The round trip from the other fields is: Hocking 440 miles, Kanawha, 620 miles; Thacker, 760 miles; Big Sandy, 820 miles; Pocahontas, 910 miles, and the New River field 980 miles. The revenue for a good portion of this traffic, on account of empty hauls, is 85 cents, 97 cents, 97 cents, 97 cents, $1.12, $1.12, $1.12, respectively.

It is clear that the rates must decrease on Pittsburg coal to the lake, the demand for which is enormous, and is now growing at the rate of 22 per cent annually. The readjustment of freight rates is imperative. Whether the increased iron and steel products are manufactured in the Pittsburg district or on the lake front at any point on the Great Lakes, the fuel used will be largely Pittsburg coal.

Every consumer in the Pittsburg and lake districts should be interested in this freight matter. Our local rates are shown on this map, and it certainly looks high for service rendered. The railroads are not to blame for all these unfair conditions. The operator is to blame for part of it. But whether operator or railroad people, and these conditions prevailing, I sincerely trust that the transportation and railroad committee of this Chamber of Commerce will go into it and adjust the whole situation. It cannot be done in a month, but this question must not be allowed to sleep. If so, just so long will we be in the position we are in.

Over in Allegheny the consumer pays $1.87½ per ton for his coal, as a result of some local conditions here and influences, together with transportation charges. That condition cannot be remedied until there is a regular adjusted charge for our local plants. We cannot expect diversified industries with this situation. Seventy miles away, in Youngstown, O., with a 10 mills per ton per mile charge, or 70 cents per ton, they pay $2.05 per ton for their coal, produced by the same companies that ship coal to Allegheny. Considering the service rendered in the haul and the taxes, Mahoning and Shenango valleys are better places for industrial plants.

The high freight rate charged on coal and coke from the Pittsburg and Connellsville districts to their ultimate markets necessitates the acceptance of an unprofitable price in order to meet competition from those lower freight zones, which fact is proved by the annual reports of several of our large coal companies.

In this district we are going further into the hill for our coal, sinking deep shafts, and with other conditions imposed on us, together with the discrimination in the freight rates, makes the Southern West Virginia, Virginia and Kentucky fields easy competitors, as the conditions there are cheap mining rates, mainly outcrop coal, cost of development small and with every inducement to reach a market in competition with our coal in their favor.

What we want is equitable freight rates; while we believe that existing conditions are too high, measured by the cost of this furnishment, we ask that our rates be equitable as measured by the rates accorded to our competitors in the same markets.

Chairman Stevenson announced that Mr. Boileau would be happy to answer any questions that anybody might desire to ask, but he had covered his ground so thoroughly that none of the operators could think of anything further, and the transportation interests evidently wanted time to think it over. No questions were asked.

The chair then introduced Howard D. Mannington, Secretary of the Ohio Coal Operators' Association. He told of the efforts of the Ohio operators along this line, and said that the Pittsburg operators had been on their knees long enough. It was time, he added, for them to get on their feet and fight. He did not think there would be any adjustment of their grievances until they presented their case to the Interstate Commerce Commission. He also indicated that it is not the desire of the Pennsylvania and Ohio operators to have the rates on West Virginia and Kentucky lake coal raised, but rather to have the Pennsylvania and Ohio rates reduced to the Southern level. He said in part:

Carriers always answer that the lake rate is made less than the commercial rate to the same ports because it is a part of a through rate. It is not made in conjunction with any other carrier by water since no through rates are published and no common arrangement management or control exists between the railroads and the boat lines. Further, the lake rate fluctuates during nearly every season of navigation, depending upon the activity of the boat lines, but the railway rate to the port remains stationary during the season.

The lake rate has often been compared and in my judgment very properly so, with the rate on railway fuel, which is still lower than the lake rate, frequently lower by 20 per cent. The service on these two kinds of hauls is very similar. While one may have an advantage in some respects they are balanced by advantages to the other in other respects, so that coal and railroad fuel are of about equal value to carriers from a transportation standpoint. But the carriers have justified a lower rate on railway fuel as part of a joint rate based upon same point of delivery.

Admitting for the sake of the argument that the railway fuel rate is a joint rate or proportional on what would be a rate to some point upon the line of the connection whose coal it is, if that rule be correct then I fail to see why the rate on lake coal should not be made precisely as the fuel rate is made. It is true the lake coal is destined for further movement. For that reason there may be some justification in making a lower rate than the commercial rate, but why not make that rate the same as railway fuel rate to the same point, since the service of the carrier ends at that point for both movements. If the railway fuel rate, being 20 per cent lower, is a compensatory rate to the originating carrier, then the lake rate must be at least 20 per cent more than compensatory. So that is another point of distinction between these two rates.

The question of coal rates have recently been thoroughly investigated in Illinois, where the carriers proposed a horizontal advance of about 10 cents

Howard D. Mannington.

per ton, and were authorized by the railroad and warehouse commission to make an increase of 7 cents per ton.

As an argument for the proposed advance in rates the Illinois carriers presented figures showing the much higher rates assessed on coal by the Pittsburg and Ohio district roads for similar or shorter hauls.

As illustrative of the returns to the Pittsburg carriers the following figures covering the Pittsburg & Lake Erie may be interesting. Of its total traffic 90 per cent consists of freight. Of its freight tonnage about 80 per cent is products of mines, such as coal, ore, etc., and 54 per cent of coal alone.

For the calendar year 1909 the Pittsburg & Lake Erie's gross earnings per ton mile were $77,559, and its net earnings per mile $44,025. I want to call your attention to the fact that the net earnings per mile of the Pittsburg & Lake Erie are equal to the gross earnings per mile of the next largest earning railroad in the United States. The cost of operation was 43.26 per cent, and its net income was 56.74 per cent, an achievement unequaled perhaps by any other railroad in this country and perhaps in the world.

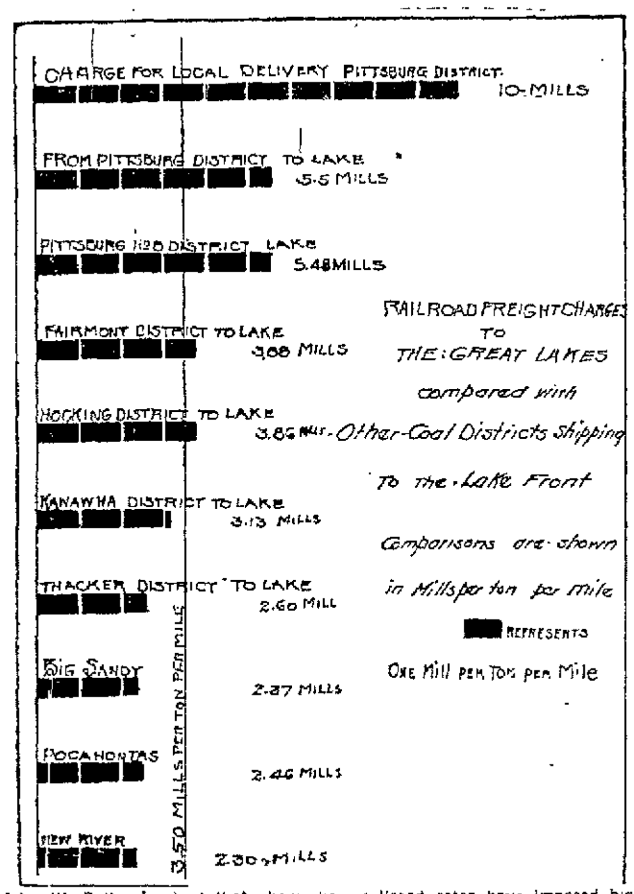
The rate per ton mile was 7.29 mills, having progressed from 5.8 mills in the past decade, or over 25 per cent. Dividends have been paid annually by this railroad from 1902 to 1908 at the rate of ten per cent, except for the years 1907 and 1908, when dividends were 12 and 11 per cent, respectively. In February, 1910, in addition to the regular dividend an extra cash dividend of 40 per cent, or $8,000,000, was distributed. That is doing first rate for a coal road.

E. H. Rowe, Secretary of the Uniontown Chamber of Commerce, then spoke for the merchant operators of the Connellsville coke region. He gave many figures to show that the Connellsville coke region suffered the same discrimination practised against the Pittsburg coal district. The Connellsville coke operators, he said, only wanted a chance to run their works at a reasonable profit.

Following his remarks there was a general discussion, participated in by Mayor Magee, John W. Boileau, H. D. Mannington, Julian Kennedy, Alexander Depmsier, W. R. Woodford and others. Mayor Magee wanted to know if these discriminating conditions applied to all traffic; for example, the ore traffic. Boileau quickly responded that the ore and furnace people said they were just as badly treated as the coal and coke people, but why they were not present to unite in this protest was not for him to say. Mannington was more outspoken. He hinted that they were afraid to come and that certain large monied interests had conspired to keep many coal operators away from the meeting. Division Freight Agent S. L. Seymour of the Pennsylvania railroad and Coal and Coke Agent William L. Cromlish of the B. & O. were present, but they sawed wood.

Chairman Stevenson suggested that the coal and coke men effect an organization and present their case to the proper authorities, but this suggestion met with no response. Before adjournment, Chairman Stevenson announced that there would be a hearing of the railroad side of the case some day this week, after which there would be a joint conference. The Chamber of Commerce, he said, sought only to bring about an amicable adjustment of the rate question. If this is not possible, the interested parties will have to resort to more drastic measures.

Discrimination Graphically Shown.



John W. Boileau's chart that shows how railroad rates have imposed big burden on Pittsburgh district coal operators.

Rates as They Are and as They Should Be.

The following table presents in summarized form the situation complained of by the coal shippers of the Pittsburg district, as brought out at Saturday's meeting in the Chamber of Commerce, with the situation as it would be were the relief sought to be granted.

PRESENT RATES.			RATES ASKED.	
Coal district.	Average Distance	Present Frt. rate f. o. b. lake front.	Rate mills per ton per mile charged.	Delivered rate per ton at 3½ mills per ton mile.
Pittsburg	160 miles	$0.88	5.50	$0.56 per ton
Pittsburg No. 8	150 miles	.83	5.48	.525 per ton
Fairmont	250 miles	.97	3.88	.875 per ton
Hocking	220 miles	.85	3.86	.77 per ton
Kanawha	310 miles	.97	3.13	1.085 per ton
Thacker	380 miles	.97	2.60	1.33 per ton
Big Sandy	410 miles	.97	2.37	1.43 per ton
Pocahontas	455 miles	1.12	2.46	1.5925 per ton
New River	490 miles	1.12	2.30	1.71 per ton

Lake Coal Tonnage.

The shipments from the different districts during the last 10 years shown in the following table which the Pittsburg operators hold prove how West Virginia has developed at the expense of the Pittsburg district. In 1908, for instance, when the Pittsburg and Ohio shipments fell off the shipments of West Virginia made a gain, while in 1910 the West Virginia shipments were practically doubled, thus showing the inroads by West Virginia on the Pittsburg market:

Year.	Pittsburg District.	Ohio District.	West Va District.	Totals
1901	5,795,706	1,954,825	787,572	8,538,103
1902	4,791,082	2,089,971	965,789	8,558,850
1903	6,062,047	2,458,265	1,580,435	10,080,747
1904	6,058,288	2,148,247	1,270,876	9,476,506
1905	7,113,883	2,062,602	2,100,282	11,015,877
1906	9,287,272	2,560,908	2,741,732	14,591,910
1907	10,549,993	4,074,296	3,420,941	18,045,230
1908	8,760,000	3,800,000	2,450,000	15,150,000
1909	8,687,665	3,002,815	3,874,570	15,564,090
1910	11,911,000	4,297,300	6,629,500	22,518,700

AT EVANS STATION

S. L. Smith Coal Company Spends $20,000 on Development.

Evans station, north of Uniontown, is the scene of extensive improvements which will make it an even busier place than in the past. Expenditure of about $20,000 for further development is being made by the S. L. Smith Coal Company and busy operations are in progress now.

This company has already worked out about 40 acres of coal, but has 800 more acres still to be worked. This coal was purchased from the Ewings and the Evans heirs.

It will take two years more to work the coal from the old slope, but surveys have been made for a second opening, so as to have another slope ready when the coal is exhausted around the present one. Three headings have been started inside the slope. A barrier will be left between the old and new workings to avoid trouble from water.

On the average the Smith company has been shipping between $6,000 and $7,000 worth of coal per month over the B. & O. railroad, but after the new opening is made they may ship over the Pennsylvania railroad also. The company furnishes coal for the B. & O. engines, which is a big item, many engines being supplied each day.

Recently the B. & O. railroad completed the extension of the Evans siding of pratically three miles, which leaves only about 2.1 miles between Uniontown and Connellsville which is not double tracked. The B. & O. has also opened a telegraph office at Evans station.

MAKING PROGRESS.

Detinning Plant Will Be Operating in Few Weeks.

The American Detinning Company met with considerable difficulty last week building the pit where the detinning will be done. Since December 1 workmen have been rebuilding the brick warehouse formerly used by the White Rock Distilling Company.

The pit, which was built outside the building is 22 feet long, 6½ feet wide and seven feet deep. When the digging was commenced it was expected to find nothing but soft earth, but rocks of unusual size were found. They were removed with difficulty. Following this the concrete work was materially hindered by a flow of water caused by the small creek running above the property, and the lay of the land in that valley. By Saturday the pit was lined and the flow has been largely stopped.

Machinery is being placed in position and raw material received. A large shed has been erected in which to store the latter. A large cedar tank has been put up in which the acid used in the detinning process will be stored. Narrow gauge tracks have been laid to unload the raw material.

It was stated this morning the plant would likely be put in operation on Monday, January 23.

At the start ten men will be employed, the number to be increased as business grows. The work is largely a mechanical process and machinery will do the greater portion of the work.

Mrs. Quay is Dead.

Mrs. Agnes B. Quay, widow of the late M. S. Quay, died Tuesday at her home at Shields Station.

For Sale or Lease.

FIFTEEN OR TWENTY ACRES OF sand or gravel for sale or lease. Address Box 17, Owensdale, Pa. 12jan1tw

BY-PRODUCT OVEN IN MEXICO.

It Is Claimed That It Recovers Enough Additional Coke to Make It a Good Commercial Proposition in Spite of Its Higher Cost.

In view of the agitation concerning the commercial value of the by-product oven in coking practise, the following experience in Mexico, from the columns of Mines and Minerals, will be of interest to local coke manufacturers:

The Lampacitos basin is one mile north of Baluarte, on the Mexican International railway. There is at this place a six-foot bed of coking coal belonging to the Cia. Carbonifera Agujita, y Anexas, S. A. Until recently the Mexican coal, which in structure strongly resembles the semi-bituminous coking coal of the Pocahontas field, West Virginia, has been coked in beehive ovens, and in places subjected to dressing before being sent to the ovens. Owing to the low coke yields of this coal in the beehive oven, due to the fact that is is necessary to burn off a considerable amount of fixed carbon in order to generate enough heat to carry on the coking process, experiments were made in 1908 with a battery of three non-by-product retort ovens.

The first plant of retort ovens, built at Lampacitos, proved their ability to make good coke and a block of Koppers retort ovens were started.

At Lampacitos there are 36 Koppers retort ovens whose inside dimensions are 33 feet 1½ inches long, 6 feet 10½ inches high, 22 inches wide at the discharge end, and 19 inches wide at the pusher end. An analysis of the Lampacitos coal which is crushed, but not washed, previous to coking, is given as volatile matter, 17.5 per cent; fixed carbon, 67.0 per cent.; ash, 15.5 per cent.

The theoretical yield of coke from this coal should be 82.5 per cent., or 1,650 pounds of coke for every ton of coal. In beehive oven practise the coal produced about 60 per cent. coke, or 1,200 pounds per ton of coal. In other words, it required 1.66 tons of coal to make 1 ton of coke. It was found from the experimental retort oven plant that the coke yield amounted to 80 per cent. of the coal charged, or 1,600 pounds, thus economizing to the extent of 400 pounds of coal for each ton of coke made.

Theoreturically, Connellsville coal should furnish 68.38 per cent. coke; in beehive ovens it yields 64 per cent., thus it takes 1.562 tons of coal to make one ton of coke. When the same coal is coked in retort ovens it yields 72 per cent. of coke, thus conserving 340 pounds of coal for each ton of coke made, when compared with the product from beehive ovens. Pocahontas coal cokes in beehive ovens at the expense of some of its fixed carbon, and only under exceptional circumstances yields 62 per cent coke. In retort ovens it has yielded 85 per cent of coke, thus conserving 740 pounds of coal for every ton of coke made. At Joliet, Ill., where there are 280 Koppers regenerative by-product ovens, 80 per cent Pocahontas coal is mixed with 20 per cent Ronco coal, forming a mixture containing 22 per cent volatile matter. The coke yield is 81 per cent and the gas yield 10,000 cubic feet per ton of coal. Less than 50 per cent. of this gas is used to heat the ovens. The increased yield of coke in retort ovens with Coahuila coal has been stated previously in this article.

That coal coked in retort ovens should yield more than the theoretical quantity of coke is due probably to the decompression of the volatile hydrocarbons, which adds materially to the fixed carbon, but the increase seems to be greater as the percentage of volatile matter decreases. This is diametrically the reverse of beehive coking.

The object in coking coal is to supply fuel for blast furnaces that is high in fixed carbon and low in volatile matter, sulphur, and phosphorus. The analysis of a good furnace coke for Bessemer pig iron is about as follows: Fixed carbon, 89.75 per cent.; ash, 8.285 per cent.; volatile matter, .5 per cent.; moisture, .85 per cent.; sulphur, .8 per cent.; phosphorus, .015 per cent.

Volatile matter in coal, unless it be anthracite, prevents its use in smelting, for in addition to the large quantity of unconsumed gases created and the danger from explosions, the coal produces an agglomerate, if the coking variety, and scaffolds if the non-coking variety. Anthracite coal was long used in the East for the manufacture of pig iron and possibly may be mixed with coke and used at the present time, particularly where the cost of coke is high. Coke should not contain more than 1.22 per cent. in volatile matter nor more than 12 per cent. ash. The latter of course reduces the fixed carbon in the coke just 20 pounds per ton for each 1 per cent., besides it demands extra flux and heat to convert it into slag and entails extra expense for its handling and disposal. Moisture greatly lowers the heat of the furnace, and so annuls the heat of the fixed carbon to a certain equivalent extent.

Phosporus in coal goes into the coke and will appear in a larger percentage in a ton of beehive coke than in a ton of retort coke. The effect of phosphorus on iron is to make it brittle when the iron is cold, and it should not exceed .03 per cent. in coke used in blast furnaces, unless basic iron is desired. Sulphur should not exceed 1 per cent. in coke. Should a coking coal contain 2 per cent. in sulphur, 1 per cent. will be oxidized and pass off as gas; the remainder, however, will be retained in the coke; but it requires more than 1 ton of coal to make a ton of coke, and the increase in sulphur will condemn the coke for pig-iron manufacture, although it may be employed for copper and lead smelting.

Although this article is on non-by-product retort ovens, as a whole it would be incomplete without mentioning the 60 combination retort ovens now being constructed by Mr. Piette for the Sabinas Coal Company at Rosita, Coahuila. These ovens have horizontal flues instead of vertical and would therefore belong to the more expensive Semet-Solvay type, but so arranged that they can be changed from the waste-heat ovens to by-product ovens, while the Koppers ovens, as constructed in Mexico, can be used only for gas. The 60 ovens of the Sabinas Coal Company will utilize the surplus gas under six French boilers of the Babcock & Wilcox type, with superheaters, and capable of producing steam to the amount of 1,500 horsepower. At Rosita a steam turbine and central electric plant will be installed to distribute power to the various mines of the Sabinas company. The 50 ovens of the Mexican Coal & Coke Company at Las Esperanzas, furnish steam for a 1,000-horsepower Curtis turbine, which furnishes electric power for the company's mines, performing all the work at the mines with the exception of hoisting.

Wireless Club at Waynesburg.

WAYNESBURG, Pa., Jan. 10.—A wireless club has been organized by a few students of Waynesburg college, and two stations will be established in Waynesburg for the sending and receiving of messages by wireless telegraph. The members of the club are Prof. C. W. Frey, James Thomas, Glenn Ross, Philip Donley, Earl Tennant, Samuel Dickey and John Meighen.

Cash Mail Order Feed Mills

Located at Scottdale, Pa. J. E. Pritts Owner and Manager. My prices are right, my goods are right and my system of doing business is right.

I WILL SAVE YOU MONEY.

Just give me a trial order and I will convince you. Every feed consumer in the county should compare my prices with competitors prices, and then spend his money where he can buy the most and best feeds for the money.

Corn, per bushel	58c	Red Dog Flour, 100 lbs.	$1.60
Oats, per bushel	43c	White Winter Wheat Middlings, 100 lbs.	$1.50
Wheat, per bushel	$1.00	Cotton Seed Meal (41% protein) 100 lbs.	$1.70
Pure Corn and Oats Chop, 100 lbs.	$1.25	Alfalfa Meal, 100 lbs.	$1.30
Pure Corn Chop, 100 lbs.	$1.15	Oil Meal, 100 lbs.	$2.10
Best Winter Wheat Bran, 100 lbs.	$1.30		

PRITTS' COW FEED has no equal for butter and milk, contains 20 lbs. to the hundred of each of the following: Pure corn chop, cotton seed meal, alfalfa meal, bran and middlings. Guaranteed analysis 18 to 22 per cent. Protein and 5 to 8 per cent. fat. Price per 100 pounds.....$1.50

PRITTS' HORSE FEED. Just try it. Contains 25 lbs. to the 100 of each of the following: Pure corn and oats chop, alfalfa meal bran and white middlings. Guaranteed analysis, Protein 14 to 16 per cent. Fat 4 to 5 per cent. Price, per 100 pounds.....$1.40

PRITTS' DRY MASH for Poultry $2.50 per 100 lbs. Contains beef scraps, alfalfa meal, oil meal, cotton seed meal, bran, middlings, ground corn, ground oats, ground wheat and charcoal. It is the best feed on the market for poultry.

SCRATCHING FEED $1.75 per 100 lbs. Contains one-third each cracked corn, wheat and oats.

MAIL ME A TRIAL ORDER and examine the goods and if they are not entirely satisfactory return them to me by freight at my expense and I will mail you check for the amount of bill and trouble as I have nothing but the best grades of grain and feed to offer and I know they will satisfy you.

Freight prepaid on all orders of 500 pound or more to your station on B. & O. R. R., or P. R. R., not exceeding 20 miles from Scottdale, Pa.

Bags 5 cents each, (they are not included with price of grain and feed) but will be redemed at price paid for them at mill. Mail orders to

J. E. PRITTS, Lock Box 2, Scottdale, Pa. Bell Phone 35--L.

The above price good to January 14th. This ad will appear in Saturday's issue of each week.

GERMAN LUTHERANS REDUCING THE DEBT.

In Six Years Rev. Dietz Has Cut It From $11,000 to $3,400

H. C FRICK'S DONATION

He Contributes $1 000 and Andrew Carnegie and Thomas Lynch Have Promised Aid in Securing a New Pipe Organ

The annual congregational meeting of the German Lutheran St John's Church, Rev George Dietz pastor was held yesterday morning at 11 o clock The income and the expenses of the last year were about $2,150 To this sum last week H C Frick o New York added and donated $1 000, making $3 150

Next May the congregation will celebrate its 40th birthday anniversary The present church debt is $3 400 against $11,000 six years ago when Rev Dietz took charge of the congregation as successor of the late Rev Lohman, under whose pastorate the new church was built

The next thing the congregation will do is to raise $2 000 or a new pipe organ the half of which sum Mr Carnegie offered to the congregation several years ago There is another donation from the Hon Thomas Lynch President of the H C Frick Coke Company Some weeks ago he wanted Mr Dietz to get for him the names of all the German Lutheran Church members working for the Frick Company and Mr Dietz last Monday Mr Dietz handed to him 150 names all members of St John's Church

Yesterday a motion by the Secretary of the congregation John Lerch seconded by Martin Schleicher Bernhard Gutbrod Carl Schmidtke and others to raise the pastor's salary from $60 to $90 per month for his successful pastorate and work was refused by 1. votes against 17 on account of the bad times Pastor Dietz would like to see all the 250 voting members or at least 150 of them at an extraordinary congregational meeting on one of the next Sundays He is pretty sure that the majority of the whole congregation will raise his monthly salary from $50 to $100

Rev Dietz has to preach at three different places Connellsville Uniontown and Morgan station every three months he has to come around in 300 different houses scattered all over the coke region accompanied by one of the Council members to collect from the church members the money for the church debt and to visit the sick with monthly fares alone for him from $10 to $12 There are members of the congregation living at Leisenring Nos 1 2 and 3, Continental Nos 1 and 2 Edenborn Lambert Philips Fairbanks Orient Republic Uniontown Bowfield Scottdale Bessemer Yorkrun Alverton Broad Ford Morgan Dawson Summit Dunbar Morrell Mt Braddock Narrows Swangertown Davidson Coalbrook Trotter Connellsville White Rock Snydertown Thompson Tower Hill Fitz Henry and several farmers around Connellsville Dunbar Morgan and Uniontown

The newly elected Church Council members are John Lerch Conrad Straub August Kryszmanski William Brock Fred Klohd William Weltz, Ferd Laschinski Gus Raupach Joseph Russnock Pastor Dietz President

NARROW ESCAPE.

Young Lady Nearly Dies From Gas at Mt Pleasant

MT PLEASANT Jan 9—Found unconscious as the result of inhaling natural gas fumes the flames in a gas stove having been extinguished Miss Pauline Whitehead of Atlanta Ga who is visiting here narrowly escaped asphyxiation yesterday morning

The physician who was summoned was able to revive her before life was extinct but the young lady is still suffering severely from shock

Miss Whitehead is visiting at the home of Mr and Mrs George Chidsy of the East End Saturday night upon retiring she left the gas stove burning and during the night a gust of wind blew out the flame When she failed to appear at breakfast yesterday morning the Chidseys were alarmed Rushing upstairs they detected the odor of gas Fortunately they arrived in time to prevent serious consequences

PLAYGROUND FUND.

Money Subscribed For Temporary Romping Place

Saturday evening Rev C M Watson announced that a fund had been subscribed sufficient to insure a playground for the youngsters of town next summer The amount is $265 This will fit up a temporary pleasure park for the youngsters

It is said the Chamber of Commerce has in view a more elaborate park but that organization is not yet prepared to make a report concerning its plans in this direction

Killed by Yeggmen

Andrew Plahusta the watchman employed by the Reduction Company near West Newton, who was murdered at his work Tuesday night was killed by yeggmen, the officers believe There was evidence of a scuffle where Plahusta was found

TITLOW HOLDS RECORDS.

Uniontown Man is Pioneer Auto Owner in Fayette County

George F Titlow of Uniontown, bears the automobile record of Fayette county having traveled over 100 000 miles since he started in 1902 and having achieved many remarkable results

Being one of the pioneer auto enthusiasts Mr Titlow has had 23 machines of 11 different makes Nearly eight years ago he started using the Packard and his present machine is a big 1911 Packard

It has been demonstrated by Mr Titlow that an automobile can be used every day in the year and in all kinds of weather The only condition that will prevent travel in a motor car with safety results from sleet when the roads become a solid glare of ice

In his big Packard often accompanied by his wife and five children Mr Titlow has been going to and from his mountain home the old Stone house, through 30 inches of snow and always without any serious trouble In fact he says an auto can be run with less expense over the snow Chains can be used on all four wheels and there is less wear on the tires

Charles H Seaton has also demonstrated that a car can be used at all seasons of the year he having driven between Uniontown and his mountain home on 35 out of a possible 365 days of the year

One record held by Mr Titlow which is not likely to be matched for a long time to come is his feat of driving the 67 miles from Cumberland to Uniontown with five men in the car in three hours with sleigh ride all the way The auto sped along over closely packed snow the entire distance making it as smooth as macadam and it was never realized there was a break on the whole route

The difference between sleigh and auto riding says Mr Titlow is that the latter is much more comfortable the exhaust from the auto keeping the floor of the machine warm all the time

This daring autoist has also undertaken and carried out successfully motoring on ice which has never been attempted in this section heretofore For three hours he rode on the smooth glassy surface of Seaton's lake attaining a speed of 50 miles an hour The dam of this lake is about a mile long Several friends went along to see Mr Titlow undertake what they considered an insane feat and none of them would enter the machine when he started but after he took one trip down the lake and back amazement turned into confidence and C H Seaton C E Lenhart C W Johnson and the chauffeur W E Philips got in and rode securely for three hours It was like riding on a parlor floor The car would slide when efforts were made to turn but there were no accidents and the party enjoyed their novel experience and learned to trust in Mr Titlow's courage and resourcefulness

Mr Titlow is one of the most active spirits in the new automobile club of Fayette county and has done much to increase its membership and prestige

Secures a Rule

A rule has been [illegible] Telephone Company [illegible] tered for [illegible] favor of the citizens Title & Trust Company of Uniontown for want of a sufficient affidavit of defense [illegible] amount [illegible] note

Austin on Committee

A P Austin Esq of [illegible] member of the [illegible] Pittsburg recently to [illegible] of a Lake Erie and Ohio river ship canal

LOCAL NIMRODS FAVOR MEASURE.

Approve Proposed Bill Requiring Licenses for All Hunters.

TO PROPOGATE THE GAME

Believe Funds Raised Through This Method Should Be Used to Stock the Forests and the Fields and Maintain Efficient Wardens

Local sportsmen are in favor of the proposed bill that may be submitted to the Legislature requiring all hunters to take out a license costing $1 The only objection that has been raised among the sportsmen here is that the fee is too low Either $2 or $3 would be preferred the nimrods of Connellsville say

The sportsmen believe the funds collected from this source should be expended towards the protection and propogation of game in the State stocking the streams with fish and maintaining an efficient force of game wardens

The bill has been suggested for the purpose of eliminating to a great degree the foreigner and his destructive gun Hunters claim the foreigners are ruthless destroyers of game of all kind and approve of any measure to restrict their activities to the proper bounds

Already the laws of the state are such that only naturalized foreigners are permitted to carry firearms of any kind but this has not had the desired effect from the point of view of native hunters

Subscribe for The Weekly Courier

THUNDER STORM HITS COKE REGION.

There Was Sharp Lightning, High Wind and Hard Rain Sunday.

ONE FATALITY IS RECORDED

William A McDowell Struck by Lightning in Open Field at Bethelboro—Panic Averted by Song in the Tabernacle—Wind Raged in Night

A severe thunder storm was general in Western Pennsylvania on Sunday and one life was claimed by lightning in this county The damage done by the storm was considerable It was about 5 o clock when the storm was at its worst Lightning flashed and thunder crashed accompanying both being a hard rain and severe wind The storm was so severe that windows rattled and even the most substantial dwellings rocked on their foundations

William A McDowell of Bethelboro was struck by a bolt of lightning in a field near his home He was killed instantly Throughout this and adjoining counties there was considerable loss of property

A big steel derrick of the Fayette County Gas Company at Flatwoods where a well for gas is being drilled was blown down but the employes escaped injury There was a break in the gas main south of here which caused the supply to be shut off for a time during the afternoon This was not caused by the storm but the [illegible] [illegible] of being without gas added to the unpleasantness of it

A panic was averted at the Tabernacle only by a resort to song The volume of sound within the canvas enclosure drowned to some extent the noise of the storm without [illegible] for his sermon a mad rush for the exits might have been made The flashes of lightning and peals of thunder had a terrifying effect upon the audience

The electrical storm soon [illegible] off but during the night a typical mountain storm raged for hours the wind attaining a velocity that was [illegible] usual even in this section where the windstorms are not rare

Col. Coulter is Highly Honored

Col Richard Coulter of the Tenth Regiment [illegible] convention of the officers of the National Guard of Pennsylvania at Philadelphia Saturday During the session Col Coulter was [illegible] [illegible] his election as the head of the officers [illegible] next year

Capt Woodside of the [illegible] Infantry [illegible] sanitation when he [illegible] lack of training of the officers of the guard and recommended a correspondence school for the instruction in the finer points of their duties In his paper he said that a great deal of the sickness during the Spanish American war was due entirely to the lack of training of the [illegible] officers

General orders issued from National Guard headquarters at Harrisburg on Saturday a sign Lieutenant Colonel John P Penny as the inspection officer for the Tenth The orders require that organization parade in dress uniforms and that they be inspected in knowledge of school of the company and guard duty two of the object which have been discussed lately by guard officers as not all that could be desired The percentage of attendance will be based on the actual attendance

January 31 is the date set for the inspection of the Tenth Regiment Band the Hospital Corps and Company D

NEW RACE TRACK.

Is To Be Built by Uniontown Men at Coolspring

With the intention of building a race track and holding speed contests Uniontown men have secured a tract of 30 acres of ground in Coolspring hollow and plans are being made for developing it for use the coming summer

Senator W E Crow is at the head of the movement and among the others interested are Alf Ansell Alex McDowell Sheriff P A Johns C A Woodward Springer Todd R P Sample W H Hellen and H V Morss The late John R Carothers had agreed recently to take $1,000 worth of stock

Purchase of the ground was made from William Beatty by Alf Ansell who will deed it to the association after stock is issued It is expected to form an organization called the Uniontown Driving Association

It is estimated that between $18 000 and $20 000 will be needed to carry out the plans The ground lays well naturally and only about three feet of grading will be necessary A grand stand about 100 stables and a house where persons can live who look after the property will be built

Practically all the horsemen who have been approached have taken some stock and about $6 500 has already been subscribed Race lovers have long wished for such a place as this where they can develop their horses and also hold contests for the entertainment of the public

WARRANTS ARE SERVED.

27 Connellsville Merchants Have Been Prosecuted for Cigarette Selling

Warrants were served Saturday on the sellers of cigarettes and tobacco to minors and the harvest in this section is large County Detective Frank McLaughlin swore out 34 informations before Justice of the Peace Robert McLaughlin of Dunbar township Of this number 27 were located in Connellsville three in Dunbar and two each in Dawson and Vanderbilt Before a Uniontown justice McLaughlin prosecuted two Masontown offenders and one from Lonsdale

The hearings before Squire Robert McLaughlin are set for January 1. The defendants are given every opportunity to give bail for the hearing or for court

It is stated that while a number of foreigners are included in the list of defendants Americans are also numerous and have frequently violated the law Some of the leading merchants here have been caught in the net

Constables William Roland B Rotter A C Duncan Jacob Harshman and C W Betts are serving the warrants

Constable William Roland served a number of warrants on Connellsville people this morning for selling cigarettes and the parties At noon the following appeared before Squire W P Clark and furnished $100 bail apiece for a hearing before Squire Robert McLaughlin of Dunbar township before whom County Detective Frank McLaughlin made the informations [illegible]

[illegible]

MURPHY FOR BOYD'S PLACE

Lieutenant Governor Being Talked of for Railroad Commissioner

[illegible]

INCREASE VOTED

Presbyterians Give Pastor $250 More on Yearly Salary

[illegible]

GIVES CHASE TO NEGRO BURGLARS.

Nelson Clark of Dawson Set Upon by Pair But Goes in Pursuit.

MEN ELUDE THEIR VICTIM

They Took Clothing From the Clark Home and Were Caught in the Act No Money Was Taken Because Owner Had It With Him

Two negroes broke into the home of Nelson Clark at Dawson about Sunday overpowered the head of the house when caught in the act of ransacking it and fled. Clark pursued them when Clark secured his revolver and gave chase

Clark has been living alone for the past couple of days his wife being away on a visit Last evening he crossed the river to meet the Pittsburg & Lake Erie train On returning he saw lights in his home and caught two negros ransacking it One had a knife

When he entered he was set upon and badly choked by the negro who had no knife Then the men made their escape Clark rushed upstairs secured his revolver and gave chase Then bolted across the bridge with Clark about a block behind them Clark fired after the men but his aim was poor They disappeared through the Dickerson [illegible]

Some clothing was missing but no money because Clark had his cash with him at the time A pair of shoes and other articles of clothing were taken some of which were scattered along the path of the departing burglars

REV. WATSON'S FAREWELL TALK.

Relinquished Pulpit in Christian Church With Sunday's Services.

OUTLINES VIEWS OF DUTY

Church That Works Entirely Within Itself Fails He Says Making Brief Reference to His Civic Activities—Left For Norfolk Today

Rev Charles M Watson for the past seven and one half years of the Christian church delivered his farewell sermon Sunday morning before a large congregation which completely filled the building The service was a solemn one for both pastor and congregation were affected by the approaching severance of the friendly relations that have existed during Mr Watson's pastorate

During the course of his remarks Rev Watson referred to his civic activities and the part he played in the playground movement and organized charities He declared that no pastor should limit his work to his congregation and no organization should limit its work for its church alone The [illegible] of the community [illegible] one congregation and one church

The service was attended not only by members of the church but by many of the friends from other denominations [illegible]

[illegible]

IN ORPHANS' COURT

Routine Matters Disposed of by Judge [illegible]

[illegible]

WILL LOSE HORSE

Fred Joy, Milkman is Loser Through Queer Accident

Fred Joy the milkman will be obliged to kill his horse as the result of an accident with which he met during last week While driving down Green street one of the hoofs of the horse became fast in the car track and was pulled off before the animal was released

Since then the foot has become worse and it is thought that it will be necessary to end its suffering It is valued at $175

Bar Banquet

The annual banquet of the Fayette County Bar Association was held Saturday evening at the Uniontown Country Club President A J Cooper of the association was toastmaster

Addresses were made by Mr Cooper R W Dawson D E Lane A C Hagar and Charles Tut

Hospital Trustees Meet

The annual meeting of the trustees of the Cottage State hospital will be held at the office of the hospital on Thursday, January 12 at 4 30 o clock

FAYETTE COUNTY COURT RECORDS.

Deeds Recorded

[illegible]

Marriage Licenses

[illegible] Brownsville [illegible] West Brownsville

[illegible] and Alice T Illes [illegible]

[illegible] and Agnes F [illegible] Connellsville

[illegible] and Blanche M [illegible]

[illegible] and Lulu K [illegible] Connellsville

Attorney-at-Law

CLYDE M HOSACK ATTORNEY at Law Office Suite 1109 Park Building Pittsburg Pa Telephone 194. 1Jan03

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New Year Greetings.

We extend most cordial greetings and best wishes to the thousands of our friends who have enjoyed the freshness and flavor of Hygeia Products through the past year

We wish you all the enjoyment of every good thing in the year that is ahead of us

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UNIONTOWN, - - - PA.

A DENTIST SUED FOR TEN THOUSAND.

Dr. Kramer of Uniontown is Defendant in Action.

GROSS CARELESSNESS ALLEGED

Miss Friend, a Uniontown Domestic is the Plaintiff in the Case—Says She Was Made to Suffer Needlessly.

UNIONTOWN, Jan 6—Ten thousand dollars damages are alleged to have been sustained when Dr Arthur Raymond Kramer of Uniontown, extracted a tooth from the jaw of Miss Mary E Friend a domestic, also of the county seat. Action in trespass was brought this morning by her attorneys, Robinson McKean and Martin and H S Dumbauld, to recover this amount.

The tooth or root of a tooth was pulled on December 27, 1908 Miss Friend alleges that the doctor carelessly, negligently, unskillfully, and without proper investigation or inquiry as to the effect of so doing, injected into the gum or jaw of the plaintiff three large doses of cocaine a local anesthetic, and without proper examination and with use of great force and violence, applied to the root or tooth a pair of powerful forceps which had not been properly cleaned and extracted the root or a part thereof applying such force as to fracture her jaw bone

She avers that by reason of the unskillful administration of the large doses of cocaine she was seriously poisoned and became very sick, requiring the services of physicians for a long time before her recovery from the effects suffering great pain and agony in the meantime

Because of the use of the alleged unclean instruments the plaintiff avers that her jaw was infected with poisonous germs and the sickness pain agony and serious effects caused by the administration of cocaine aggravated

By reason of the violent manner in which the tooth was extracted she claims her jaw was fractured causing great pain and agony and rendering three surgical operations necessary to remove the fragments of bone from her jaw It is also claimed that because of the carelessness and unskillful conduct and treatment of the defendant the plaintiff was very sick, being confined to her bed in her residence at Uniontown for a week under the care of physicians and was then removed to the Uniontown hospital where she was confined for a period of 11 weeks, being at a great expense for the attendance and care

At the time the tooth was extracted the plaintiff avers that she was a young, strong and healthy woman able to earn good wages as a domestic servant but was so affected by the poisoning suffering pain and surgical operations that her health was permanently injured and her earning capacity impaired As the result of the operations it is claimed she will have a scar upon her face where the necessary incision was made to remove the fragents of broken bone

PENSION PLANS

Of the U S Steel Corporation For Ol Employes

Employing officers of the United States Steel Corporation are preparing papers to be presented to J B Erskine, manager of the pension fund of the corporation and its subsidiary companies providing for the retirement of a number of employes of the various companies who have been in the service of the corporation 20 years or longer

Mr Erskine has sent to all officers of the companies affected by the pension fund data regarding the rules and regulations of the fund to guide them in the preparing retirement papers and recommendations for pensions The fund of which $12 000 000 has been set aside provides for the compulsory retirement of all men in the service of the corporation who have served 20 years or more and who are 70 years old and for women 60 years old Men and women may retire voluntarily at the ages of 60 and 50 years respectively The pension will amount to at least 20 per cent of the average wages of the pensioners for the last 10 years

MEAT MARKET CLOSED.

East Main Street Company Failed to Come Across With Rent

The Union Meat Market, incorporated some months ago and which has been operating in the Burrichlow building on East Main street was closed by the constable Thursday afternoon, a landlord's warrant issued at the instance of Max Levine agent being responsible for the suspension of business

Some weeks ago A H Manheimer, manager of the meat market, disappeared with some of the company's funds it was claimed and since that time the rent, it is said, has not been paid

Another Uniontown Failure

The fourth business failure within the past ten days occurred at Uniontown this morning when the Main street dry goods store of E Miller was closed by his creditors

SPECULATING

On the Successor of Corey in United States Steel.

Not until the meeting of the directors of the United States Steel Corporation on January 25 will the definite result of the resignation of William E Corey as president become positively known This is the opinion given by leading steel men of Pittsburg who however, look for some change in the general organization of the organization

Taking Chairman E H Gary's statement at its face value it is believed that there will be no hurried attempt to fill the office of president of the corporation and when it is filled, it will not be by a man so much versed in the operating end of the steel business as one who is familiar more with the commercial and financial ends

It is maintained that the present heads of subsidiary companies had been perfectly capable of handling their own branches of the steel business and needed no assistance other than that which would come from the executives of the corporation as they now exist

A C Dinkey, President of the Carnegie Steel Company is mentioned as a possible successor to Mr Corey This, however, was not considered probable in Pittsburg The relation of President E J Buffington of the Illinois Steel Company with Chairman Gary both going originally from the same company, makes his name it was said, sound more plausible if a new President is to be selected

It was pointed out that when the corporation was formed it was agreed that for the 10 years following Andrew Carnegie should have a voice in the selection of men to handle the vast enterprises This 10 years has passed now and it is considered somewhat significant that at the expiration of this agreement Mr Corey should resign With him out Chairman Gary is the official head of the great business and as Mr Gary is distinctly a J P Morgan man the predominance of Morgan influence is expected to be sharply felt in the future This influence it is said is not antagonistic to Andrew Carnegie

BUY PLANTATION.

The Misses Berger Will Move to Texas Next Summer

Misses Louise Etta and Harriet Berger have purchased a plantation in Brownsville Texas and work has already been started on the erection of a modern pretty bungalow The plantation is one of the most desirable ones in that section and consists of 11 acres It is just 12 miles from the Gulf of Mexico and adjoins Mr and Mrs George B Brown's plantation Accompanied by their mother they will leave early in the summer for their new home

The leaving of the Misses Berger from Connellsville means the resignation of two efficient teachers from the local public schools and one from the Connellsville township schools Miss Berger is one of the oldest teachers in Fayette county and is considered one of the best primary teachers in the State She has taught Room No 1 in the Seventh street building in the West Side and has always made a great success of her work Next to Miss Cameron a veteran primary teacher of the Fourth Ward school Miss Berger has taught longer than any of its teachers

Miss Harriet Berger has taught in the local schools for a number of years and is also recognized as one of its most efficient teachers In the resignation of Miss Louise Berger Connellsville township will also lose a very capable teacher They have resided in Connellsville for 22 years and are among its most widely known residents

YOUGH MEDICOS

Monthly Meeting Held on Thursday at Home of Dr Bailey

The monthly meeting of the Yough Medico Social Club was held Thursday at the home of Dr W J Bailey on Isabella street All members but two were present Dr L J C Bailey of Greensburg and a brother of the host, was present and gave a practical talk on Diseases of Women A general discussion followed Following the business meeting the doctors adjourned to the dining room where a well appointed luncheon was served

Red carnations formed the floral decorations Later the doctors were delightfully entertained by Dr Bailey's Victrola The next meeting will be held at the home of Dr H J Bell at Dawson

KEENAN RE ELECTED

Chairman of Democratic County Committee in Westmoreland

Friday afternoon the Democratic committeemen of Westmoreland county, held a meeting and elected officers for the year and passed resolutions Attorney J Hilary Keenan called the meeting to order and when Secretary T F Hebrank called the roll over two hundred were present to report The following officers were elected for the ensuing year J Hilary Keenan, county chairman J R Spiegel treasurer After the election addresses were made by J Hilary Keenan, T Q Truxal Silas A Kline and J B Keenan

New Tyrone Teacher

Leslie M Brooks of Mill Run has been elected teacher of the Taylor school in Lower Tyrone township Mr Brooks succeeds Miss Julia Little who was recently elected to a school in Dunbar township

An ad placed in The Weekly Courier may sell your coal land

FOUR MEN MEET DEATH ON RAILS.

Duquesne Limited Runs Them Down in Pinkerton Tunnel This Morning.

BODIES BADLY MUTILATED

Foreman and Three Negroes Had Just Entered the Tunnel When Flyer Struck Them Before They Could Escape Tragic Fate

A white man and three negroes employed by Western Maryland contractors were ground to bits by being run down by the Duquesne Limited at the western entrance to Pinkerton tunnel at 6 55 this morning The men had just entered the tunnel when the crack flyer of the Baltimore & Ohio railroad rushed upon them They had no chance to escape

One of the victims was Foreman Ben C Querney and another Louis Legion a negro The other negroes were so badly mutilated they were unrecognizable and could not be identified at the time The bodies were turned over to the Somerset county authorities at Pinkerton

The Duquesne hauled by engine No 2114 with Engineer Haggerty and Conductor Porter in charge, was running at good speed to make up lost time The four men unconscious of their approaching doom walked into the tunnel Their forms had hardly disappeared in the gloom of the subterranean cavern before there was a sharp shriek of the whistle and the sound of crunching bones and the ponderous engine crushed their forms to atoms The emergency brakes were applied as quickly as possible but the men had been almost instantly killed

REYNARD HOLES

During Hunt at Masontown Leaving Dogs Behind

UNIONTOWN Jan 7—In one of the prettiest fox chases ever held in this vicinity sly Reynard eluded 40 hunters and as many dogs in a 2 mile chase starting at Masontown yesterday The fox which was donated by R B Hayes a hotelman of Masontown was in prime condition for the hunt For eight days it had been confined and was fed on spring chicken and other delicacies

The huntsmen all residents of Fayette and Greene counties included James Magee mayor of Brownsville and president of the Tri-State Fox Hunters Association and two of the oldest hunters in the two counties James Flenniken of Carmichaels aged 87 and Thomas Wiley aged 75 also of Greene county The two latter have ridden in fox hunts since they could sit on a horse and no chase in this region would be complete without the pair Both were splendidly mounted and took the fences with ease and led the pace for a number of young hunters

The fox was released in the presence of 1000 persons in an open field in Masontown After running 200 yards the animal rolled about in a snow bank for a few minutes and then traveled Twenty minutes later the dogs all pedigreed animals were released and the chase started The fox ran west two miles to the Monongahela river and then doubled back to Brown's run passing within half a mile of the point at which it started The animal was in strange territory and again turned its tracks toward the river Near the river it holed in a cave known as Robbers Den said to have been the rendezvous in pioneer days of a band of thieves Two of the hounds were within 200 yards of the fox when it holed

THREE NUMBERS

In Date of Year Will Not Come Again Until 1999

Did it ever occur to you that this is the last time many of us will write three numbers alike when putting down the year Well it is right unless a great change comes over the world and many live to 1999 That's only 89 years away but in all probability few of those who are now over 10 years of age will live to hear that year welcomed in And even if they do they will probably be so weak from the infirmities of age that they will not be able to write it so there you are again

A citizen remarked this week that in 1888 he had thought of the fact that 1911 would be the first time he would be able to use three numbers alike in writing the year Twenty two years later he remembered the thought and is reminding others nowadays He says up to those who are particularly anxious to use three numbers to work 1911 overtime

Makes Assignment

William Herzberg the Main street merchant made an assignment Thursday to J W Goldsmith He states he has goods and book accounts worth $3 600 and that his debts amount to $4 949 Only one creditor has security

In his statement Herzberg states that insufficient business to meet his running and living expenses is accountable for the assignment

Subscribe for The Weekly Courier Only $1 00 a year in advance.

C. B. Campbell's Reminiscences of Gen. Washington and Perrryopolis.

C B Campbell of 115 Tenth street West Side recalls some interesting stories of his boyhood days chief of which are those which had reference to General George Washington's old mill in Fayette county as Mr Campbell was born and raised near Perryopolis on land laid out by the first President

His father William Campbell who came from Ohio, took up about 100 acres of timber land near Perryopolis This he cleared and converted it into a paying farm There were a number of cabins erected there when he came Of these all had been torn away but one up to about 60 years ago when the last was razed

A number of silver spoons copper coins and papers were found in the old building, among them what is believed to be an original copy of an article of agreement between General Washington and Col Israel Shreve for the purchase of 1 600 acres of land in Wasoming Bottom now the country about Perryopolis

The paper is yellow and worn with age and is dated July 1 1795 The purchase price was 1 600 pounds lawful money of Pennsylvania The paper bears the signature of George Washington It was recorded by Alex McLean on June 7th 1802

Mr Campbell remembers Meyer Sutton an old laborer who lived in Perryopolis years ago and who saw Washington at that place a number of times Campbell remembers one incident in particular which Sutton claimed to have witnessed Sutton said Washington drove up to Perryopolis in a carriage drawn by four horses and as usual there was soon a crowd around the vehicle everyone eager to get a glimpse of its occupant On one occasion a little boy was very anxious to see inside and finally was able to climb up on the wheel Peering into the opening he exclaimed

"Why he's nothing but a man"

"You are right my boy I am nothing but a man" Washington is said to have replied

Another character remembered by Campbell is Simon Funt munly an old colored slave belonging to Washington When he was a boy the West Side man says the slave was then about 95 years old

WATER COMPANY OFFICIALS CONFER.

Ask for Time to Consider the Borough's Proposition.

BOTH SIDES STAND FIRM

Visiting Officials Say They Cannot Give Terms Asked by Borough and a Compromise Will Probably Be the Outcome

The representatives of the Connellsville Water Company met Thursday in the Council room and conferred with the Water Committee regarding the proposed new contract with the borough There was no decisive outcome of the conference Attending the terms proposed by the borough the water company officials asked more time in which to consider it provisions

It was indicated in the meeting that concessions must be made by both sides On some points both sides explicitly the water company officials declared it would be impossible for them to accept what the Councilmen were equally determined not to grant although the company asked for its new contract

When attention was called to the alleged excessive earnings of the Connellsville Water Company in the past, some one declared the amount had been exaggerated The Councilmen showed an inclination towards being shown

After discussing both contracts at some length the meeting was adjourned The water company officials stated they desired time to look over the borough's proposition carefully and will come to their report on it later No date was set for a future conference It is expected the water company will submit a compromise proposition for the consideration of the Water Committee after which another conference will probably be called The borough's is represented last evening by Chairman Frank Fried of the Water Committee President James B Millard of Town Council and Councilmen S P Hays H C Hays W H Thomas, L L Hetzel, F F Hetzel and W A Bishop of the Water Committee The Connellsville Water Company was represented by [illegible] as assistant to the General Manager Superintendent S [illegible] Brought and H L W[illegible]

WILL PROBATED.

Disposition of the Estate of Mary A Sherrard

The last will and testament of Mary A Sherrard late of Dunbar township who died December 23 1910 was probated Friday After providing for all debts and funeral expenses she bequeathed $500 to the Laurel Hill Presbyterian church the interest thereof to be paid annually to support the pastor She places $7 500 in the hands of her two sons Alex C and William T Sherrard in trust for the following uses and purposes Pay the interest thereon annually to the three grandchildren Thos Humbert Joseph Humbert and Elsie May Humbert equally for and during a period of ten years from and after my decease At the expiration of that time they are to pay each grandchild the sum of $2 500

All the rest and residue of the property of whatsoever kind real personal or mixed she bequeathes to her two sons Alex C and Wm T Sherrard share and share alike The two sons also named as executors of the will The will bears date of February 1 1909 and is witnessed by Geo B Franks and David Funk

Hurt in the Mines

Guy Delterisis aged 25 years employed by the Dunbar Furnace Company was caught between a pit car and the side of the mine while at work yesterday afternoon and sustained contusions of the back His injuries are not serious

FAMILY DESTITUTE; PROVISIONS SENT.

Frank Lilley of Bullskin Township Has Been in Want.

ILLNESS AND MISFORTUNE

Left Him Without Means of Providing For Family—Through Rockwell Marietta a Wagon Load of Provisions Was Sent Out Today

A family of six literally starving to death has been found within a few miles of Connellsville As a result Robert H Marshall has been appointed receiver for the partnership of P V Rovnianek & Company steamship agents exchange bankers and real estate dealers of 614 Grant street Pittsburg His bond was fixed at $50 000 John Kadlocik brought the action He claims to be a creditor of the defendant to the extent of $2 000 The bill was directed against P V Rovnianek Julius J Wolf and Anthony S Ambrose The concern has been conducting a branch in New York and one in Connellsville which was removed some time ago to Uniontown according to the bill of complaint

The New York branch was incorporated under the name of P V Rovnianek & Company incorporated and the Pittsburg concern owns all the stock except qualifying shares owned by two clerks in the New York office

The bill of complaint relates that the attorney general of New York has begun proceedings against the New York corporation on the ground that its charter does not permit it to do business such as it has been doing, that a receiver was appointed December 30 that the receiver has taken charge of the office and closed up its place of business in New York and that the company will be obliged to close its doors in Pittsburg and cease business

The assets of the failed concern are given as approximately $1 100 000 which mainly is realty in Allegheny Washington and Westmoreland counties The liabilities are given as about $900 000

FARMERS' INSTITUTE.

Frosty Sons of Thunder Have Interesting Session

SOMERSET Pa Jan 7—The annual session of the Farmers Institute convened here yesterday morning and the seating capacity of the assembly room of the court house has been taxed to the utmost. Hon John C Weller of Cophaits is chairman of the County Institute and the sessions held in Somerset were in charge of the following committee William P Hay L Wahl Hoyer and Pierce Miller On Monday and Tuesday the institute will be held in Stoystown having been held in Salisbury on Wednesday and Thursday

The program of the local sessions follows Maintenance of soil fertility and soil moistening by Prof Frank Menges Twenty five years experience in soiling by Dr D T Deitrick Adaption of crops to soils by F E Bonesteel Methods and Management in apple orchard by D H Watts address by Robert W Lohr of Jenner township Domestic chemistry in the public schools by Prof Franklin Menges Bench Book and Farm by Dr J D Deitrick Fertilizers home mixing and use by F F Bonesteel Benefits of corn breeding by Prof Franklin Menges The different weeds and how to destroy them by Hon M D Reel of Shade township Alfalfa in Pennsylvania by D H Watts Paying for the home by P K Moore of Middlecreek township How to raise crops without weeds by J D Detrick Methods of raising hay by Prof Franklin Menges

Bloodhounds to Guard Town

The town of Scenery Hill Washington county has bought two bloodhounds to guard the town

IS INSOLVENT.

P V Rovnianek, Prominent Foreign Banker, Fails in Pittsburg

of the discovery a two horse wagon loaded down with supplies started for the mountains of Bullskin township taking relief in the shape of provisions and money

The stricken family is that of Frank Lilley, one of the best known stone masons in this section Mr Lilley who is about 45 years old his wife and four grown children two sons and two daughters were all stricken with fever at the same time Confined by the illness none of the family was able to work or do anything to provide for the others On the verge of starvation Mr Lilley who lives in a lonesome part of the mountain section close to Springfield township wrote a note to Rockwell Marietta explaining the situation

Mr Marietta knows Lilley who has done considerable work for him He immediately took steps toward sending relief W H Marietta went to a local grocery store and had a large order filled while Burgess J L Evans donated the team to carry the goods to the Lilley place J Melvin Grey contributed a $5 bill There is sufficient food to keep the family from want for a few weeks at least, and it is hoped by that time some of them at least will have recovered sufficiently to provide for the others

Lilley is a hard working man and deserving of aid at this time say those for whom he has worked The present sad plight of the family is due only to the fact that it is disease stricken Had not the typhoid fever laid all the able bodied members low at the same time the appeal for aid would never have come That is the statement of those acquainted with the family

CANDIDATES OUT

For the Various Offices Up in Somerset County

SOMERSET Jan 6—M H Fike of Somerset who served one term as Clerk of the Court but who is now engaged as a traveling salesman for a Pittsburg wholesale house was looking up his friends here where he formerly resided It is said Mr Fike will enter the race as a candidate for the office of Prothonotary at the primaries to be held in June Prospective candidates are now bobbing up all along the line and among those who have practically signified their intention of entering the lists is noted the following W N Mosel [illegible] Scott Matthews and [illegible] of Somerset for County Treasurer

It is said that John M Cook of Somerset president of the Republican County Committee will be a candidate for Prothonotary and C [illegible] of Summit for County Commissioner U F Rayman of Berlin will be a candidate for County Treasurer He was a candidate three years ago but withdrew a few days before the primary on account of sickness in his family

ASK FOR LICENSES.

Proposed Hunters Fee of $1 00 Would Bring in $1,5,000

HARRISBURG Jan [illegible]—The State Game Commission yesterday formally [illegible] bill for the [illegible] [illegible] [illegible] the opening of [illegible] farmer or landowner [illegible] hunt [illegible] permit before allowing him to hunt

The commissioners represent [illegible] that such a law would [illegible] check to [illegible] irresponsible hunt[illegible] [illegible] license [illegible] at the same time to bring in [illegible] sufficient to aid in the game protection and preservation work of the commission The bill would yield from $[illegible] 000 [illegible] giving the commission more than it has at present for its operations and [illegible] it to establish new game preserves along the lines of the [illegible] state forestry reserves

[illegible] proposed [illegible] would affect everyone going out to hunt It would operate much as in other states where it has been successful

MRS MARY NOSS ELECTED

Is Chosen Vice Principal of Southwestern State Normal

CALIFORNIA Jan [illegible]—[illegible] At the [illegible] meeting [illegible] Wednesday the trustees of the Southwestern State Normal [illegible] [illegible] vice principal to [illegible] J D Meese

Mrs Noss [illegible] well known throughout [illegible] [illegible] and [illegible] one of the best known educators of the State

Bloodhounds in Somerset

Sheriff [illegible] H [illegible] of Somerset county has employed [illegible] [illegible] bloodhounds [illegible] [illegible] county [illegible]

Much Crime in Westmoreland

There were [illegible] cases in Westmoreland county during [illegible] [illegible] There were [illegible] homicide cases [illegible] [illegible]

An ad in The Weekly Courier may sell your coal and other property

GAME CLUB HOLDS ITS ANNUAL FEED.

Members of Fulton County Association Gather at Smithton, Pa.

AROUND THE BANQUET TABLE

Association Has Preserve of Over 2,000 Acres Good Hunting Ground For Deer and Bear—Land Is Also a Good Timber Investment

At Smithton last evening in the Smith House the first annual banquet of the Fulton County Game Association was held The event proved a most successful and enjoyable affair Fifteen of the 20 members of the association were present

As will be the custom at the annual banquets in the future officers for the ensuing year were elected The Board of Directors elected were Robert Smith Frank Smith and Dr L S Aspey Robert Smith was elected President Owen Burns Vice President Frank Smith Secretary and Dr L S Aspey Treasurer

Though only organized about two years the Fulton Game Association has already purchased 2 100 acres of land all of which lies in Fulton county At the same meeting a committee was authorized to raise $1 200 for the purchase of 400 additional acres which makes a total of 2 500 acres The amount has been raised

The property is located in an excellent game district Bear and deer are plentiful in that section of the country especially the bear Small game is also abundant Aside from preserving a good game territory the members of the association are investing in a proposition that will prove a paying one should present indications prove correct The land is covered with good timber and the owners have already been offered the amount they have invested in the whole property for one half of their holdings As soon as the railroads enter that territory both the timber and land will be boosted in price Consequently the huntsmen are killing two birds with one stone by looking out for good hunting grounds in the future and at the same time investing their money in a "sure thing"

Plans are being made for the erection of an up to date club house on the grounds At present they have a large building that will accommodate 100 located about 15 miles from the railroad The new house as contemplated at the present time will be thoroughly modern and will be built in the near future

Members present at the banquet were Robert Ross Robert Smith, Pados Bigley Richard Frost Emory Deal George Crous Orlando Louse Frank Smith James S Laugurey, F H Schoud E M Hoffman E B Schwartz Dr Hunter Dr L S Aspey and Stoneroad Jones E M Hoffman is the only Connellsville member

STEEL PRICES NOT TO DROP.

Price Declines Corey's Resignation Will Not Change Conditions

JOHNSTOWN Pa Jan [illegible]—[illegible] Discussing the resignation of William Ellis Corey president of the United States Steel Corporation [illegible] reports that this would be followed by [illegible] [illegible] [illegible] [illegible] Judge Gary [illegible] [illegible] Charles S Price [illegible] Cambria Steel Company [illegible] [illegible] [illegible] following [illegible]

Judge Gary has been consistently against a policy of cutting prices [illegible] [illegible] [illegible] [illegible] [illegible] the consumer [illegible] [illegible] prices [illegible] not [illegible] [illegible] an order [illegible] reduction in prices [illegible]

PASSES GIVEN

To the Trainmen and Engineers on the Pittsburg Division

YOUNGWOOD [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] men are [illegible] the whole [illegible] [illegible] [illegible] [illegible] Pittsburg division [illegible] [illegible] [illegible] [illegible]

New Manager

[illegible] of [illegible] burg is the new manager of the [illegible] Hotel at Somerset

That Trolley and Electric Merger In Somerset County and Maryland.

SOMERSET, Jan. 7.—Arthur O. Lorentz, the right of way agent for the proposed new trolley and electric merger in Somerset county and Maryland, has been busy for more than a week past following the surveyors through Greenville township and purchasing right of way through the properties over which the new road has been surveyed. The best evidence of the good faith of the new company is the fact that Mr. Lorentz is paying cash for the land he buys.

The Pocahontas correspondent of The Republican states that Mr. Lorentz has paid William Warner $1,000 for a strip 50 feet wide through his land, and has also purchased and paid for the right of way through the property of Josiah Lowry. Nearly $2,000 has already been paid property-holders in the vicinity of Pocahontas, alleges the correspondent who is in close touch with what is going on.

Mr. Lorentz is also reported as being impatient to close deals with Harvey Miller, A. G. Yutzy, Samuel Miller and George Baer for right of way through their properties, so that the company can speedily begin work.

A meeting of Pocahontas citizens was held last Monday evening, with A. G. Yutzy presiding, Fred Durr secretary, and Harvey Miller, J. C. Miller, S. D. Yutzy and J. M. Yutzy present, with the object of discussing which streets and alleys in the village of Pocahontas the electric railway should be permitted to occupy. The meeting was very enthusiastically in favor of the new road.

Edwin S. Johnson, the chief engineer and general manager of the South Penn Railways and Light Company, as the new company is called, gave up a responsible position as superintendent of concrete construction in Indianapolis, to accept his present position, thereby showing his faith in the enterprise. Mr. Johnson was in Meyersdale on business last Saturday, returning hence to Frostburg, Md., from which point he is directing the surveys and taking other steps to bring about the merger.

There are indications also that, while the South Penn Railways and Light Company is effecting a merger of the Cumberland and Westernport Street Railway Company, and the Pennsylvania and Maryland, and building a connecting link between the two, the Somerset Street Railway Company will proceed to build a line from Somerset to Rockwood. That company this week closed a contract with the Baltimore & Ohio Railroad Company by which the latter will assist instead of trying to hinder the Somerset-Rockwood electric railway project.

While the Somerset company has secured nearly all of the right of way it will need for its line to Rockwood, it had commenced condemnation proceedings to secure a right of way over a strip of land which the B. & O. has since acquired as part of its recent purchases for yard purposes south of Somerset.

By the contract just closed the B. & O. agrees to let the electric railway have the right of way it needs at the same price the B. & O. paid for the land, and furthermore, the railroad company agrees to build a bridge needed for an overhead crossing at the point that had been in dispute, wide enough to accommodate the tracks of the new electric road as well as the Somerset & Cambria. This pratically removes the last obstacle to the building of the electric line from Somerset to Rockwood which is to be financed entirely by local capital.

The officers of the company are: J. A. Berkey, president; A. L. G. Hay, vice president; H. F. Barron, treasurer; A. Kent Miller, secretary. With the exception of Mr. Barron, these gentlemen are directors, and the additional directors are C. L. Shaver, F. B. Fluck, J. C. Lowry and J. C. McSpadden.

In addition to the gentlemen named, the following named persons have subscribed for stock: Josiah Specht, H. P. Hay, R. S. McMillen, F. A. Harrah, A. S. Bridigum, E. G. Kelly, George A. Darr, Russell M. Young, S. P. Sweitzer, Dr. J. R. Henminger, Dr. S. J. H. Louher, J. J. Phillips, F. J. Hoffman and Mrs. Luella Parkhill.

Whether the Somerset Street Railway Company will eventually be included in the big merger remains to be seen. No overtures toward that end have yet been made. However, since the Pennsylvania & Maryland has long had designs of extending northward through Somerset and on toward Johnstown, and the Pennsylvania & Maryland is included in the merger, it is not improbable that if the Pennsylvania & Maryland or its successor, the South Penn Railways & Light Company, is ever extended to Somerset, the Somerset-Rockwood line will also be absorbed, especially since the Somerset company and the Pennsylvania & Maryland are working in harmony and have an agreement whereby both are to use the same tracks through Somerset borough.

It is not probable, however, that the Pennsylvania & Maryland will be extended down the river from Casselman to connect with the Somerset-Rockwood line, as such a line would be very expensive to build, owing to the fact of the B. & O. occupying one bank of the river and the Western Maryland the other. It is more likely that a line will eventually be built from Garrett to Berlin and thence to Somerset, thus passing through a productive and thickly populated country for practically the entire distance while a line from Garrett to Rockwood would pass through an unproductive and uninhabited country.

The promoters of the Somerset-Rockwood line figure than electric road between those two towns will pay handsomely, as travel between the two places is heavy, and people going to the county seat via Rockwood would patronize the trolley line from that point on in preference to the slow and uncertain Somerset & Cambria trains. The trolley schedule would be arranged so as to meet all trains on the B. & O. east and west and thus prove a great convenience to the traveling public.

PROGRESS OF NEW ROAD IS WATCHED

By State Line and Greene and Washington Counties.

MEANS BIG DEVELOPMENT

And Perhaps the Forcing of the Pennsylvania to Build New Line Into Coal Territory of Country West of the Monongahela.

Residents of Waynesburg and Greene county are watching with interest the progress of the Buckhannon & Northern Railroad Company. The construction of the new road from the West Virginia State line to Rivesville means much towards the development of the Pennsylvania counties of Greene and Washington and may result in the construction of a road by the Pennsylvania railroad piercing the Greene county coal fields and passing through the outer section of this county into the Fairmont region.

The Greene countians as well as a number of Monongalians figure that the construction of the Buckhannon & Northern will force the Pennsylvania road to build a competing line for the immense tonnage which will be produced by the two counties. Construction is to start in the early spring according to reports at Waynesburg, on a branch line of the Pennsylvania and Marianna to Hackney, a short distance below Waynesburg. The Greene county seat is now practically isolated, the only outlet being the narrow gauge jerkwater line from Waynesburg to Washington controlled by the Pennsylvania system. According to Waynesburg business men 20 cents per hundred, with few exceptions is charged for hauling freight from Waynesburg to Washington and vice versa, a distance of about 23 miles. The passenger rates are likewise excessive.

Reports have been circulated to the effect that the road from the Washington and Greene county seats is to be standardized but this is not given much credence in Waynesburg. The work will necessitate a large expenditure and will decrease the profits of the present road.

The Greene county town is also hoping for the construction of the trolley line to Pittsburg, but even this seems several days in the future. There is a large amount of business transacted in the little town now but much is lost on account of the trade going to other places, principally to Pittsburg. A board of trade has just been organized and this body is now taking steps to begin work for better connections with the outside world.

CLOSING UP DEALS.

Representatives of Lake Erie Are Active on West Side.

Two Pittsburg & Lake Erie representatives, Charles Yon and J. G. Groomes were in town again last week, and closed up a few more matters. Among them was the purchase of Mike Falcone's vacant lot on the east side of Eighth street. Notices were also served on a number of property holders that they would expect them to vacate April first. Owners along Seventh street were notified chiefly yesterday, of the company's intended action on that day. It is generally understood among all of those who have sold their holdings to the railroad people that they are expected to be out by that day.

Falcone's land is the first lot in the upper block of the two blocks of property between Eighth and Seventh streets to be accepted. It is in this block that the Slavish church is erected. Falcone's property is divided from the church property by one lot. During their visit here yesterday, the railroad representatives paid over the money to Falcone $850, and secured deeds for the land.

All of the lower or eastern block of the two between Eighth and Seventh streets has been purchased along the Western side of Eighth street up the railroad tracks has also been taken over. All land north of Mason street, the first alley north of Main street has been accepted, which left the two blocks facing on Eighth street between Main and Mason untouched.

The taking over of the Falcone property sems to be the first step of completing the purchase of that entire portion of the West Side and will give credance to the report that the Western Maryland and Lake Erie will build yards of some kind a that place.

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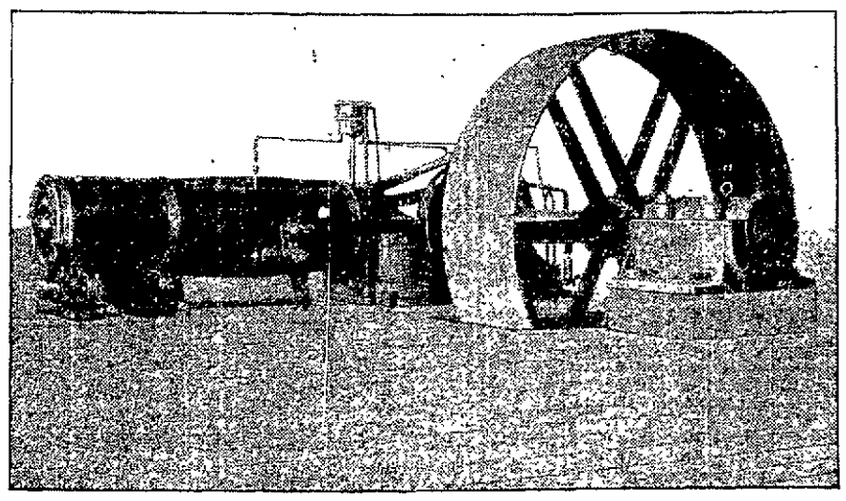

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